

TABLE OF CONTENTS

Table of Contents	i
Acknowledgements.....	v
Chapter 1: Introduction.....	1-1
Historic Trends	1-2
Existing Conditions	1-3
Future Trends	1-5
Chapter 2: Guiding Principles.....	2-1
Managed Growth	2-1
Mix and Balance of Land Use	2-2
Design Based Density	2-3
Environmental Protection and Sustainability	2-3
Infrastructure Supported Growth	2-4
Economic Development and Fiscal Health	2-4
Capital Improvement Coordination	2-5
Historic Preservation	2-6
Neighborhoods and Districts	2-7
Pedestrian Orientation	2-7
Gateways and Corridors	2-8
Housing Diversity	2-9
Infill Development	2-9
Open Space and Parks	2-10
Transfer of Development Rights	2-11
Chapter 3: Regional Vision.....	3-1
Chapter 4: Plan Structure.....	4-1
Design Concepts	4-1
Future Land Use	4-2
Master Plan Approach	4-2
Character Areas	4-3
Gateways and Corridors	4-4
How to Determine Future Land Use	4-4
Chapter 5: Design Concepts.....	5-1
Rural Areas	5-2.1
<i>Hamlets</i>	5-2.2
<i>Conservation Subdivision</i>	5-2.3
Suburban Neighborhoods	5-3.1
Traditional Neighborhood Developments (TND)	5-4.1
Activity Centers	5-5.1
<i>Business Parks</i>	5-5.3
<i>Regional Commercial Centers</i>	5-5.4
<i>Local Commercial Centers</i>	5-5.5
<i>Industrial Centers</i>	5-5.5
Mixed-Use Centers	5-6.1
Conservation Areas	5-7.1
Transit Oriented Development (TOD)	5-8.1

TABLE OF CONTENTS

Future Land Use.....	6-1
Land Use Matrix.....	7-1
Character Areas.....	8-1
Berrys Chapel	8-2.1
Franklin Road Small Area Plan	8-3.1
Carnton	8-4.1
Central Franklin Area Plan	8-5.1
Goose Creek	8-6.1
Goose Creek Small Area Plan	8-7.1
McEwen	8-8.1
McLemore	8-9.1
Seward Hall	8-10.1
Southall	8-11.1
West Harpeth	8-12.1
Gateways and Corridors.....	9-1.1
Transportation Corridor Network	9-2.1
<i>Design Elements</i>	<i>9-2.2</i>
<i>Gateways and Corridors</i>	<i>9-2.3</i>
<i>Landscape Improvements</i>	<i>9-2.16</i>
<i>Wayfinding and Signage</i>	<i>9-2.19</i>
Greenway Corridor Network	9-3.1
Mass Transit	9-4.1
<i>Existing Options</i>	<i>9-4.2</i>
<i>Future Opportunities</i>	<i>9-4.6</i>
Maintenance Plan.....	10-1
Character Area Updates	10-2
General Updates and Special Studies	10-4
Policy Updates and Recommendations	10-6

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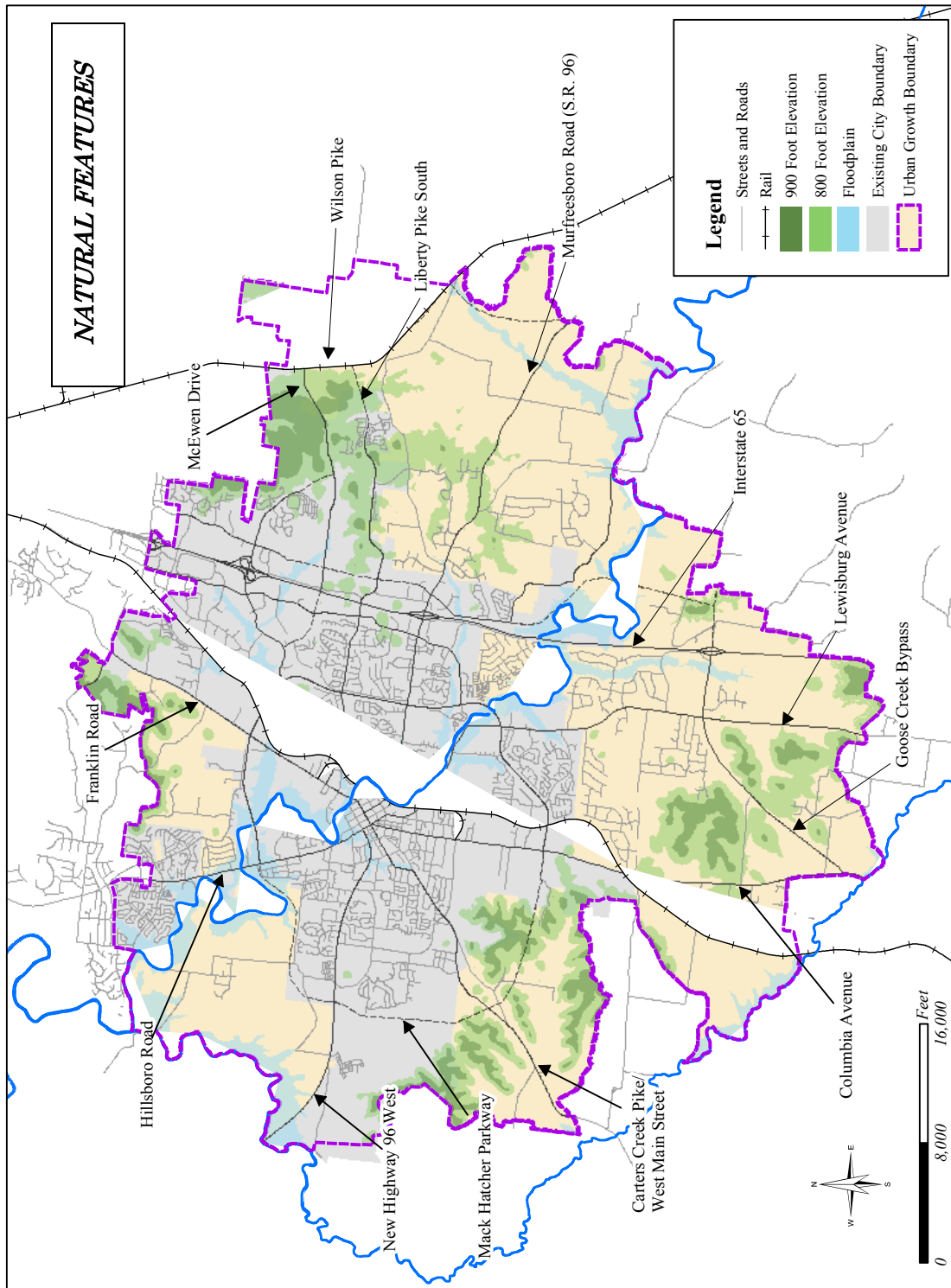
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INTRODUCTION



INTRODUCTION

HISTORIC TRENDS

The City of Franklin is a community in the truest sense of the word. It has a long and proud history, with deeply rooted cultural, educational, government and social institutions that have evolved during that history. Unlike many conventional areas that struggle to establish or invent an identity and “sense of place”, Franklin is blessed with an authentic community setting. That setting is a result of a long history of community building. As such, Franklin appreciates the long-range nature of community planning.

The City of Franklin and its businesses, churches, residents and schools have a sense of long-range perspective that allows them to respect the importance of stability, progress and preservation of the things that the community values. The city has survived and prospered during good times and bad, through times of peace and war. It values the critical importance of community. Without a strong network of community institutions and dedicated people, this city would not be where it is today.

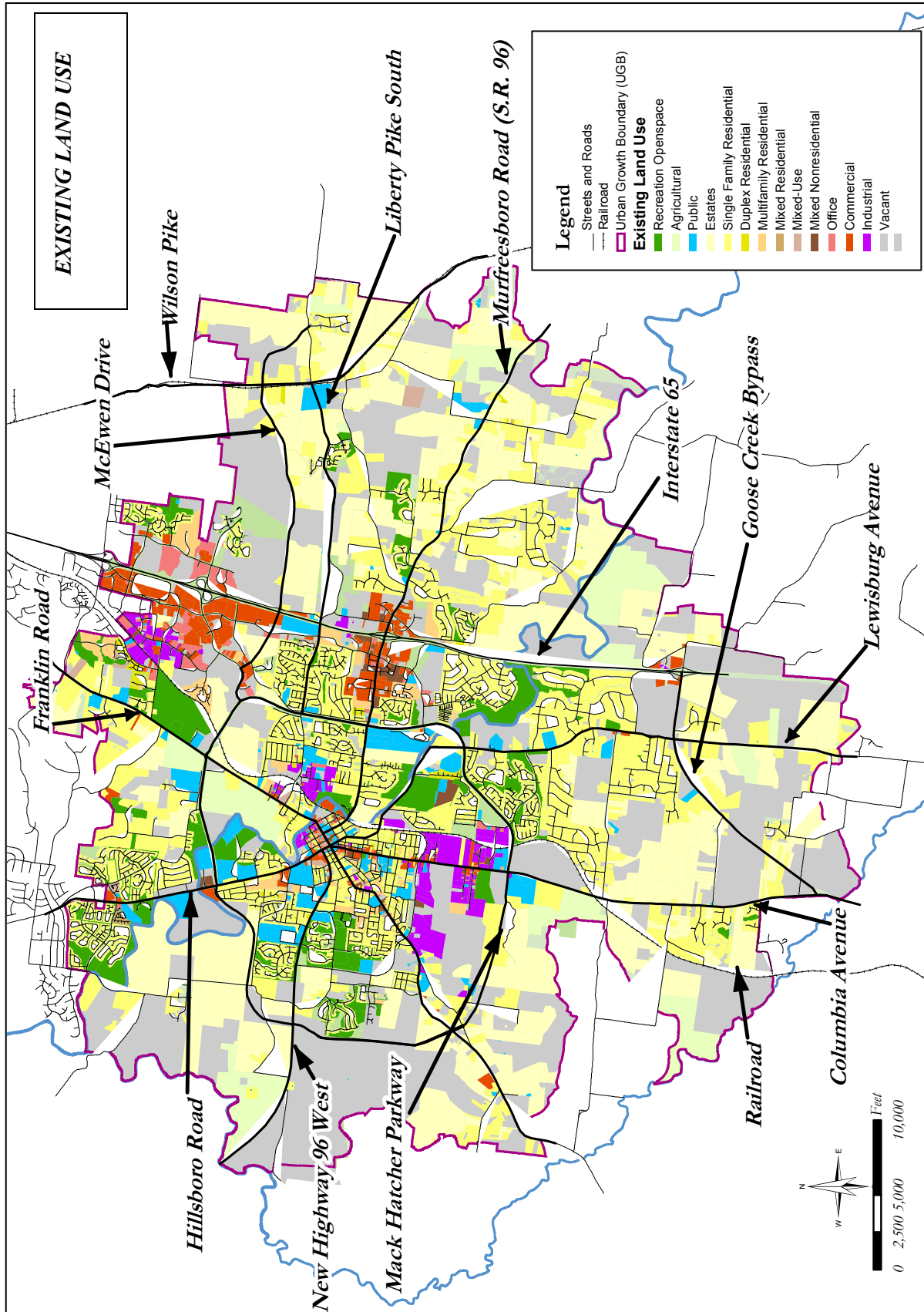
This sense of community is critical to understanding the way in which the city views its future and the spirit of this plan for the community. As it has many times in its past, the City of Franklin faces many opportunities and challenges. However, the city intends to face this change and manage it to promote the best interests of the community and its residents.

For most of its life, the City existed as a distinct community connected to, but separate from, the rest of the world. It was a small city surrounded by agricultural or otherwise undeveloped land, connected to surrounding regions by a transportation and communication network. For many years it was a stable community that prospered but did not grow much.

After an initial round of growth early in its history, the Town (now the City) of Franklin experienced only a gradual increase in population until the 1950s. It witnessed the best and worst aspects of America’s historic development during times of peace and war. However, beginning in the middle of the Twentieth Century, with the beginnings of the national suburbanization trend and the massive outgrowth of population, the city has found itself directly in the path of regional Nashville growth. The rapidly growing region bears great opportunity as well as potential threats.

Between 1980 and 2000, the city’s population more than tripled. Of course, like most change, this growth can be viewed as both a blessing and a curse. While growth brings economic opportunity and prosperity, it can also fundamentally alter the community and its quality of life. Economic development, jobs, shopping opportunities and the related revenues that fund community services also bring traffic, more people and the loss of open spaces and historic resources. Nonetheless, for good or bad, major change is occurring, and it is the purpose of this plan to establish a vision for the community as it makes a myriad of decisions and choices in the future.

INTRODUCTION



INTRODUCTION

Franklin Population: Change by Decade 1950-2000

<i>Decade</i>	<i>Population</i>	<i>Absolute Change</i>	<i>Percentage Change</i>
1950	5,475	1,355	32.9%
1960	6,977	1,502	27.4%
1970	9,404	2,427	34.8%
1980	12,407	3,003	31.9%
1990	20,098	7,691	62.0%
2000	41,842	21,744	108.2%

Source: Franklin Planning Department

Existing Land Use

<i>Land Use</i>	<i>Franklin</i>	<i>Outside City</i>	<i>Total Acres</i>
Agricultural	530	1,782	2,312
Single Family	3,417	4,257	7,674
Estate	2,582	11,418	14,000
Duplex	134	14	148
Multi-Family	599	5	604
Mobile Home	66	164	230
Special Place	54	0	54
Commercial	1,054	88	1,142
Industrial	776	7	783
Office	387	0	387
Public	1,072	419	1,491
Recreation/Open Space	1,755	452	2,207
Vacant	6,300	9,000	15,300
Total	18,726	27,606	46,332

Source: Franklin Planning Department

INTRODUCTION

FUTURE TRENDS

To better understand the forces and trends shaping the community, the first step in planning is anticipation of the types of changes that may occur. While it is not possible to predict the future, it is possible to forecast changes by making certain assumptions. This plan begins with forecasts of population and employment growth, and, more specifically, on forecasts of the amount of land that is likely to be needed to support that growth.

Current and projected facts and figures cited in the text, tables and maps of this introduction are as of 2004 and remain in this document to provide background information and an additional perspective from which to interpret the plan. Updated fact and figures pertaining to land use and population can be found in Development Reports that are produced annually by the Franklin Planning Department.

Pursuant to state law, this plan addresses growth in the “Urban Growth Boundary” (UGB), which includes the land within the city as well as specified land around the city. Natural drainage basins form the basis for the UGB.

The current population within the UGB is approximately 54,300. This population is forecasted to grow to approximately 78,000 by 2020, an increase of over forty percent. Depending on many factors, such as building lot and household size, this new population growth translates into over 9,000 new dwelling units that could require 4,600 acres of land, or over seven square miles. This does not include land needed for parks, schools or other related uses.

Over 40,000 new employees are forecasted for the UGB. Depending on factors such as the types of employment and businesses, this new growth translates into over 15 million square feet of building area on between 1,500 and 2,000 acres of land.

Thus, the potential demand for new residential and nonresidential land equates to approximately 6,400 acres over the next twenty years, or roughly ten square miles.

On the supply—or capacity—side, there are over 31,000 acres of agricultural, undeveloped or vacant land in the UGB. (This plan does not consider agricultural land to be vacant, but, for purposes of this analysis, it is assumed that, under certain economic and market conditions, agricultural land is likely to be developed into residential or commercial uses, and, therefore, is included as potential development capacity.) Later sections of this plan address policies to preserve rural character.

The result of this comparison of potential land demand to land capacity is that, while the city continues to face significant growth pressures, there is ample land within the UGB, not only to accommodate that growth, but also the market flexibility to address other values, such as the preservation of open space and natural resources. In fact, a capacity that exceeds the forecasted demand by almost three times presents its own set of challenges. While it is healthy to have flexibility to allow the land market to operate efficiently, growth must be planned and well timed in order to avoid a sprawled pattern that is inefficient from a service delivery perspective.

INTRODUCTION

This analysis frames the issues of potential land supply and demand. However, it is critical that, as a community attempts to plan in recognition of these trends and forces, it begin with a “compass” of community growth and values.

Early in the process of preparing this plan, a set of community planning principles was articulated to guide in the development of the plan. These principles were generated as a result of public dialogue through the planning process and were inspired perhaps most greatly by the results of the Franklin Tomorrow visioning efforts and the city’s extensive and regular household surveys. As such, the values reflected in these principles are well grounded and deeply rooted in the community.

Residential Demand and Capacity Comparison

	Demand		Capacity	
Land Use	Acreage	Units	Acreage	Units
Single Family	4,116	5,845	16,028	32,964
Duplex	54	278	77	469
Multifamily	234	2,412	136	1,600
Mobile Home	75	186	0	0
Special Place	20	464	18	90
Total	4,600	9,300	16,300	35,100

Nonresidential Demand and Capacity Comparison

	Demand		Capacity	
Land Use	Acres	Land Square Feet	Acres	Land Square Feet
Retail	940	41,000,000	814	17,443,661
Office	506	22,000,000	0	0
Industrial	333	14,500,000	258	4,489,179
Total	1,800	77,500,000	1,072	21,930,000

Source: Franklin Planning Department

GUIDING PRINCIPLES

MANAGED GROWTH

The City of Franklin recognizes that growth and change are inevitable. While some view growth as a positive sign of progress and economic stability, others are concerned about the effect that growth has on community livability and sustainability. The city does not view these as mutually exclusive ideas, rather, it is the intent of the city to manage growth in such a way as to maximize its benefits and minimize its negative impacts. The city intends to reap the economic benefits of well-planned growth and to protect and enhance the quality of life that is valued by the community. Specifically:

1. The city desires to accommodate new growth in a fiscally responsible and environmentally sensitive manner.
2. The city will plan for a projected year 2020 population of 78,000 persons in the city and the UGB. This population growth is expected to create a demand for approximately 9,300 new dwelling units.
3. The city will plan for a projected employment increase of approximately 40,000 new employees in the UGB.
4. A balance of residential and nonresidential land uses and densities will be targeted.
5. Sprawling “leapfrog” land-use patterns will be discouraged. New growth will be encouraged next to existing development where infrastructure exists or can be provided efficiently.
6. Community character and livability will be promoted through historic preservation, neighborhood preservation, linked open spaces and an emphasis on the pedestrian scale.
7. The City of Franklin should have a well-defined boundary. The community should have a separate identifiable character from nearby communities. The more intensely developed portions of the community should be surrounded by countryside with development designed to preserve rural character.
8. While the city promotes high-quality development, the preservation of natural resources and open spaces, and orderly growth patterns, it recognizes that policies and regulations must be implemented on private property in a fair, predictable and reasonable manner.

GUIDING PRINCIPLES

MIX AND BALANCE OF LAND USES

The City of Franklin desires to have a balance of land uses that promotes both fiscal health and a sense of community. While the city is first and foremost a place in which people to live and raise families, it must also provide places to educate, recreate, shop and work. These land uses should be located in such a way that they reinforce neighborhood integrity and provide convenient access to one another. Specifically:

1. The city will strive for a balance of land uses that achieves fiscal health and community livability.
2. The city will continue to emphasize single-family neighborhoods as the dominant land use, but it will not simply be a “bedroom” community for the metropolitan region. A mix of conventional and traditional neighborhoods will be encouraged; both types of neighborhoods can be appropriate forms of development. A mix of housing options, retail and service uses and employment centers will be encouraged, along with related public services and community amenities.
3. Business uses that serve the local population, such as convenience retail, grocery stores and services should be provided, and should be planned in proximity (i.e., less than a mile) to residential areas in locations that minimize negative land-use impacts on residential areas.
4. Mixed-use developments that are compatible with surrounding areas are encouraged as a way to reinforce a sense of neighborhood and to minimize vehicular trips, particularly in mixed-use centers identified in this plan.
5. In promoting a mixture of compatible uses, the city recognizes the importance of providing for orderly transitions of land uses and densities, particularly between single-family uses and smaller lot detached or attached housing.
6. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

GUIDING PRINCIPLES

DESIGN BASED DENSITY

The city will strive to achieve an overall density that is sustainable, compatible, and protective of community character. However, density will be viewed within the context of other important community planning needs, such as design, infrastructure and the recognition that land must be used wisely and efficiently. Specifically:

1. Density of new development is recognized as being an important consideration in community quality of life, but it is only one factor that must be considered. Of greater concern is the quality and design of development. Low-quality development is undesirable at any density.
2. Land is viewed as a limited resource, and the efficiency of its use must be considered in establishing desired future density.
3. Low density (i.e., less than two dwelling units per acre gross density) is discouraged in areas targeted for urban-level infrastructure (see Infrastructure Supported Growth below).
4. In certain Character Areas, limits on both gross density (the total number of dwelling units on a site divided by the total area of the site) and net density (the total number of units on the development parcels only) have been established, while in other areas, where density is not established, design is more important.

ENVIRONMENTAL PROTECTION & SUSTAINABILITY

The City of Franklin is blessed with many environmental features that contribute to the charm and character that make it unique. The protection of these features is important to the community. The city is also mindful, however, that environmental protection must be accomplished in a reasonable way, recognizing that much of the land that contains environmentally sensitive land is in private ownership. The following principles will guide the city on this issue:

1. The protection of sensitive environmental features is an important community value. Of particular importance are the Harpeth River corridor and its tributaries, the related floodplain areas, hillsides and hilltops, established tree stands, specimen trees and fencerows. These features should be protected.
2. Reasonable controls and mechanisms should continue to allow for the transfer of density on properties that are constrained by environmental features. A fair method of balancing the protection of the resources with the ability to reasonably develop property should be established, but not at the expense of compromising neighborhood character.
3. The city recognizes that true sustainability is achieved with careful consideration of the long term environmental, social and economic needs of our community.
4. The city strongly recommends the practice of environmental sustainability in building construction and design as well as in overall land use planning and specific site layout. The city also recognizes that preservation is a valuable environmental sustainable practice and encourages the reuse and rehabilitation of existing structures and infrastructure.

GUIDING PRINCIPLES

INFRASTRUCTURE SUPPORTED GROWTH

New development creates the need for new infrastructure. The timing and funding of that infrastructure are key aspects of community planning. Many communities provide infrastructure in a reactive way in response to pressures and demand for growth. The policy of the City of Franklin is that “growth should follow the pipe”, meaning that infrastructure should be viewed as a growth management tool that helps determine where growth should take place, not as something that occurs after the fact when growth has already occurred. Further, as a general principle, new growth should be responsible for the cost of infrastructure to support that growth. Specifically:

1. New growth should be encouraged in areas where adequate public water, sewers and streets are currently available or are planned.
2. Infrastructure should be viewed as a tool to help manage growth, not as a service that is provided in reaction to growth.
3. New growth should be phased in relation to the city’s ability to efficiently provide infrastructure.
4. Minimum density standards should be encouraged where substantial investment in urban-level infrastructure has been made or is planned, thereby encouraging greater use of infrastructure investment.
5. Infrastructure maintenance and upgrades should be encouraged in existing urban areas to support infill development.
6. Fair and predictable standards for the allocation of infrastructure costs between the development community and the city should continue to be implemented.

ECONOMIC DEVELOPMENT AND FISCAL HEALTH

One of the functions of local governments is to provide services to its citizens. These services involve the distribution of public resources through the expenditure of tax dollars of one form or another. Residential uses alone cannot be expected to produce those tax dollars. There must be other economically productive uses to share the burden of tax generation. Therefore:

1. Continued economic development is critical for the long-term health of the city.
2. The City will strive to attract new businesses, with a particular focus on high-technology-related businesses that have low environmental impacts, and first-class office uses, such as corporate headquarters.
3. Regional commercial and employment is encouraged at regional transportation facilities, such as interchanges between interstate highways and major arterial streets.

GUIDING PRINCIPLES

CAPITAL IMPROVEMENTS COORDINATION

New development expands the need for additional services and facilities. Land-use decisions will impact the demand on fire and safety services, library use and the need for parks and schools. These services are addressed in the Franklin Capital Improvement Plan.

1. The timing and coordination of land-use decisions and capital improvement can contribute to higher levels of service provision.
2. The Board of Mayor and Aldermen should present the Franklin Capital Improvement Plan to the Planning Commission on an annual basis.
3. When feasible, the Planning Commission should make land-use recommendations to phase development in coordination with capital improvements.



Fire Hall Number 1

GUIDING PRINCIPLES

HISTORIC PRESERVATION

Communities derive much of their identity from their history, especially from tangible evidence of history, such as buildings, sites and historic neighborhoods. The City of Franklin is fortunate to have more than its share of historic properties and a strong downtown, but the future of those properties is not guaranteed. The city recognizes that, as the community faces rapid growth pressures, it is even more important to retain its heritage. Specifically:

1. The preservation of historic resources is an important element of community livability. Historic preservation helps to maintain a connection to community history, and it helps to maintain community identity in times of high growth.
2. Historic preservation is also viewed as an important economic development tool, in that it helps to attract new businesses and residents, and it helps to support the local tourism industry.
3. The downtown area is recognized as a unique area of the community, whose long-term health and viability are critical to the success of the Franklin community. Downtown is the symbolic and historic heart of the community.
4. The preservation of rural historic resources, such as Carnton Plantation, Centennial Hall, Gentry Farm, Meeting of the Waters, Short Farm and Two Rivers, is important to all of the Character Areas.



Centennial Hall



Carnton Mansion

GUIDING PRINCIPLES

NEIGHBORHOODS AND DISTRICTS

Many people value the “small town” character of Franklin. However, with a population of almost 50,000 persons and a high growth rate, Franklin is not a small town. One way to maintain a small-town feel is to build quality neighborhoods and business districts, not just new “developments” or “subdivisions”. This means that, as new development is proposed—either residential or commercial—it should be evaluated in terms of how it contributes to, or detracts from, the immediate neighborhood. Of course, not all new development can be at a neighborhood scale, but the protection and creation of neighborhoods will be a primary value of the community. The following principles will guide the city:

1. Franklin should continue to be a city of neighborhoods.
2. As new residential areas develop, they should be encouraged to incorporate elements and features that reinforce a neighborhood feel.
3. Mixtures of uses that support the neighborhood concept are encouraged. Convenience shops and services, employment centers, libraries, parks, recreation facilities and schools are encouraged to be located within walking distance of residential uses when part of a well-planned and well-designed neighborhood unit.
4. Vehicular connections between neighborhoods should be promoted.

PEDESTRIAN ORIENTATION

The historic core of the City of Franklin consists of a series of very “walkable” neighborhoods. Modern growth has not always developed with the same pedestrian orientation. The city has recently begun to reemphasize the importance of pedestrian facilities and will continue to reestablish these facilities as an important community asset. Providing opportunities for people to walk, with an efficient system that interconnects meaningful destinations, such as convenience shopping, parks and schools, reinforces the neighborhood concept, promotes better health and can relieve vehicular traffic. Therefore:

1. The City of Franklin should be a walkable community. A pedestrian system should be developed that ties various areas of the city together by using a mix of sidewalks and trails.
2. Pedestrian scale and a pedestrian-friendly streetscape are encouraged in new development.
3. Pedestrian connections between areas should be promoted.

GUIDING PRINCIPLES

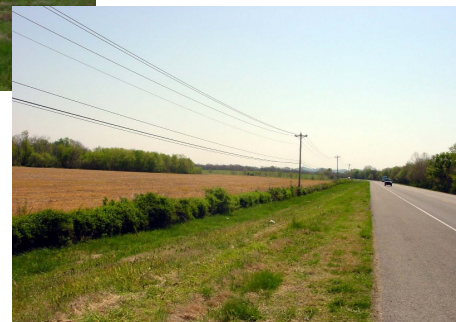
GATEWAYS AND CORRIDORS

Travel corridors create much of the impression that citizens and visitors have of the City of Franklin. The view of and from the public right-of-way creates the “curb appeal” of the community, and the key entrances to the city are the “front door”. Franklin Road from the north, Murfreesboro Road from the east, Columbia Avenue from the south, New Highway 96 West to the west and Mack Hatcher Parkway are some of the major corridors that help shape the image of the community. Unfortunately, their visual image often leaves much to be desired, both because of the quality of development on private land and because of the lack of aesthetic consideration of public facilities (such as street lights, traffic-control devices and utilities) within the public right-of-way. Development along these corridors should be planned for and managed to protect and improve their quality. Specifically:

1. Community gateways should be identified and improved. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts.
2. Well-designed public improvements, such as decorative walls and signs and other streetscape improvements, should be developed at gateways, and development standards for properties at gateways should be enhanced.
3. Key corridors should be identified, and policies should be developed, to enhance, improve or protect the positive characteristics of each corridor. Corridors may include business corridors, but they can also include scenic or residential corridors.
4. The development quality of corridors should be improved and maintained through the continued implementation of strong design standards, such as architectural elements, landscaping, signs, site design, and so forth.
5. Greenway corridors should be encouraged, particularly along environmentally sensitive corridors, such as the Harpeth River and its tributaries, along with hillsides and hilltops.



Goose Creek Bypass and Columbia Pike Intersection



New Highway 96 W

GUIDING PRINCIPLES

HOUSING DIVERSITY

The City of Franklin has a diverse population that has diverse housing needs. Young couples, established professionals with families, moderate-income families, single-parent households, single residents, empty nesters and senior citizens are all segments of the population with unique needs. These needs should be planned for. At the same time, the city recognizes that the most significant personal investment that many people have is in their home, and the city desires to help protect that investment by continuing to demand high-quality housing. Specifically:

1. The city will encourage a diversity of housing options. While a diverse mix of housing need not be provided in each new subdivision, an overall mix of densities and housing types should be developed.
2. The city will continue to implement design standards and other regulations that require high-quality housing.
3. The city will reduce barriers and incentivize the construction and maintenance of affordable and workforce housing.

INFILL DEVELOPMENT

Most new development occurs on “greenfield” sites, meaning land that is undeveloped or beyond the edges of current development. However, another viable option for a portion of growth is for it to occur in existing developed areas, either on sites that have been passed over in the initial growth of an area, or on sites that are underused. It is desirable for compatible “infill” development to occur for several reasons. First, it can use existing infrastructure rather than requiring new infrastructure. Second, it can relieve some pressure for the conversion of vacant land and the continued outward expansion of the urban area. Third, it can reintroduce activity and liveliness into existing neighborhoods by discouraging disinvestment and deterioration. Therefore:

1. New development will be encouraged in the existing urban area. The redevelopment and reuse of areas that are already served by infrastructure can reduce pressure for new growth on the edges of the urban area.
2. New infill development shall be designed in a way that is sensitive to existing uses. Infill sites are often closely surrounded by existing uses, and the city will require that site plans be designed to mitigate negative land-use impacts.
3. The city understands that infill development may create or demand different criteria than greenfield sites and should evaluate regulations and procedures accordingly.

GUIDING PRINCIPLES



Aspen Grove Park

OPEN SPACE AND PARKS

As new development occurs, particularly in high growth areas, it is difficult to provide for the creation and long-term protection of open spaces and parks. It is particularly important to do so in such a way that a system of connected open spaces occurs before opportunities for connections are lost due to growth. Yet, open-space is an almost universally desired amenity in a growing area. The city's policies are that:

1. The preservation of open space is an important way to help mitigate the impact of fast growth on community character.
2. Open-space preservation can be combined with environmental protection through the identification of key environmentally sensitive sites for protection.
3. The open-space network should be well connected. Isolated preserved parcels are not nearly as effective as a series of properties connected by pedestrian facilities or stream corridors in such a way that all neighborhoods have access to the system. Such a system is also a way to protect the integrity of the environmental system and can be supportive of improved stormwater management.
4. An open-space network should connect neighborhoods as well as mixed use, office and commercial developments to business districts, parks, schools, historic sites and other neighborhoods.
5. Connections that serve as pathways for both people and wildlife should be provided by a series of greenways, also referred to as linear parks or corridors of open space.
6. Parks and recreation facilities should be oriented to the needs of all Franklin citizens, including young children, teenagers, senior citizens and persons with disabilities and provide for a variety of interests and activities.
7. Parks and open spaces can take a variety of forms and sizes, including land protected by city land use regulations, open land that is incorporated into new developments, private land with permanent legal protections, public land and others.
8. Open space should be accessible and visible to the public. Open space that is visible from public rights-of-way is especially desirable.

GUIDING PRINCIPLES

TRANSFER OF DEVELOPMENT RIGHTS

As a means of promoting the previously established Guiding Principles, including the preservation of historic properties, the enhancement of rural gateway corridors and the maintenance or establishment of open spaces and parks, the City requires effective tools for preventing the development of key properties and areas without incurring the expense of direct purchase. The transfer of development rights from one character area or property to another is such a tool. Transferred development rights (TDRs) provide an opportunity for landowners to realize the economic benefits of the development potential of their property while preserving the present character and avoiding development. TDRs may be transferred to permit the development of receiving property at a higher density than would otherwise be supported.

1. TDRs may only be transferred pursuant to ordinances duly enacted by the Board of Mayor and Aldermen, including a designation of the sending and receiving properties or areas. If required by the Board, a conservation easement may be placed on the sending property in favor of a qualified holder of such easements pursuant to Tennessee state law for the purpose of forever ensuring the limitations associated with the TDR.
2. The use of TDRs is encouraged where preservation of the character of the sending area is consistent with other Guiding Principles, and particularly to enhance contiguous open spaces, enhance gateway corridors, preserve historic properties and protect environmentally sensitive resources.
3. The development of property using TDRs will likely result in the increase of permissible density of the receiving property beyond its current zoning, or designation in the Land Use Plan. This may be particularly appropriate in an area of transition between Character Areas of Design Concepts. In such cases, elements of Conservation Subdivisions may be used, including the clustering of lots and houses, the incorporation of a variety of housing types and the use of open space to provide buffers to adjacent properties.

REGIONAL VISION

~~THE REGIONAL VISION FOR THE CITY OF FRANKLIN~~ ~~AND ITS URBAN GROWTH BOUNDARY~~

The City of Franklin will be structured around a framework of mixed-use centers connected by scenic corridors. Mixed-use, high-quality neighborhoods and an economically strong historic core will fill out the framework. The neighborhoods and centers will be connected with a citywide pedestrian system, and environmentally sensitive areas and corridors will be preserved. Regional businesses and employment centers will be accommodated at regional transportation facilities. The city will be surrounded by preserved countryside or open-space subdivisions with an occasional hamlet or village. High-quality design that creates a livable community will be the common characteristic throughout the city.

PLAN STRUCTURE

STRUCTURE

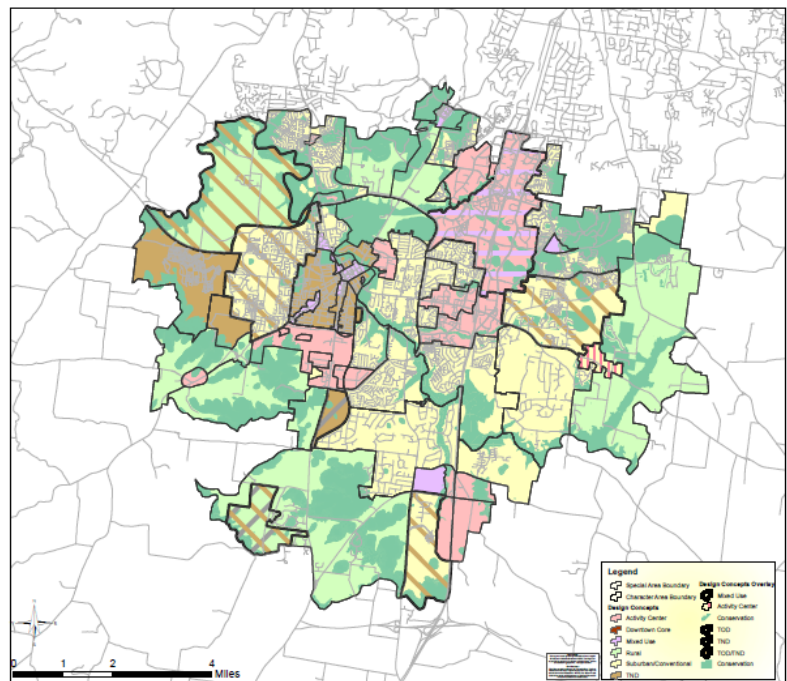
In order to achieve the Regional Vision, this Land Use Plan is structured around four basic components, including:

1. Design Concepts
2. Land Uses
3. Character Areas
4. Gateways and Corridors

DESIGN CONCEPTS

This plan begins with the primacy of design quality. It recognizes that a mixture of uses at a range of densities is possible if properly designed. Community character and livability are not insured simply by planning for the geographic distribution of land use and public services. Community quality of life is determined as much by the quality of development, which is a direct function of design. As a way to plan for this issue, a series of basic design approaches is established in this plan in the form of seven “Design Concepts”, which are then mapped for the UGB. The Design Concepts include:

1. Conservation
2. Conservation Subdivision
3. Rural Areas
4. Conventional Neighborhoods
5. Traditional Neighborhood Development (TND)
6. Transit Orientated Development (TOD)
7. Mixed Use Centers
8. Activity Centers



The Design Concepts are the keystones to this plan. They are intended to identify appropriate land uses for larger areas without specifically designating future development on a parcel-by-parcel basis, and to promote high-quality design while allowing land-use flexibility. The Design Concepts provide general guidelines to be followed in the development design and review process. These guidelines are not intended to be hard and fast rules; rather, they are intended to provide guidance in interpreting the intent of the Design Concepts.

PLAN STRUCTURE

FUTURE LAND USES

A range of future land uses is identified within each Design Concept. In many cases these land uses may be mixed; in some cases the mixing of land uses is actually encouraged. The land uses include the following categories:

- Conservation
- Private Recreation
- Public Parks
- Detached Residential
- Attached Residential
- Transitional Office
- Professional Office
- Regional Office
- Neighborhood Retail
- Local Retail
- Regional Retail
- Institutional
- Light Industry

The Future Land Uses are intended to identify the appropriate range of uses within a given Design Concept. The Future Land Uses can occur in various densities, mixes and patterns, depending on their location. Descriptions and illustrations of the Land Uses, along with a table summarizing appropriate Land Uses by Design Concept, are contained in the Design Concepts Section.

MASTER PLAN APPROACH

In many instances in this plan, properties or areas are recommended for certain types of development only when developed pursuant to a “Master Plan”. For the purpose of this plan, Master Plan refers to a process of planning for the long-range development of large properties or assemblages of properties as a coordinated unit. Master Plans should be prepared by owners or developers in close coordination with the city planning staff at the earliest stages of site planning. The intent of the Master Plan approach is to provide additional flexibility for alternative types of development with mixtures of uses, in exchange for assurances of extraordinarily high quality and compatibility with surrounding areas, with close city involvement in the design process. Master Plans should include graphic and text representations of the proposed development (including a pattern book) that address the following issues at a minimum:

1. The location, types and densities of residential uses.
2. The location, types, maximum floor areas and impervious surface areas for nonresidential uses.
3. The location and orientation of buildings, conservation areas, open spaces, recreational facilities and parking areas.
4. Access and circulation systems for vehicles and pedestrians.
5. Infrastructure and public service delivery.
6. Landscaping and signage.
7. Transition between incompatible land uses.

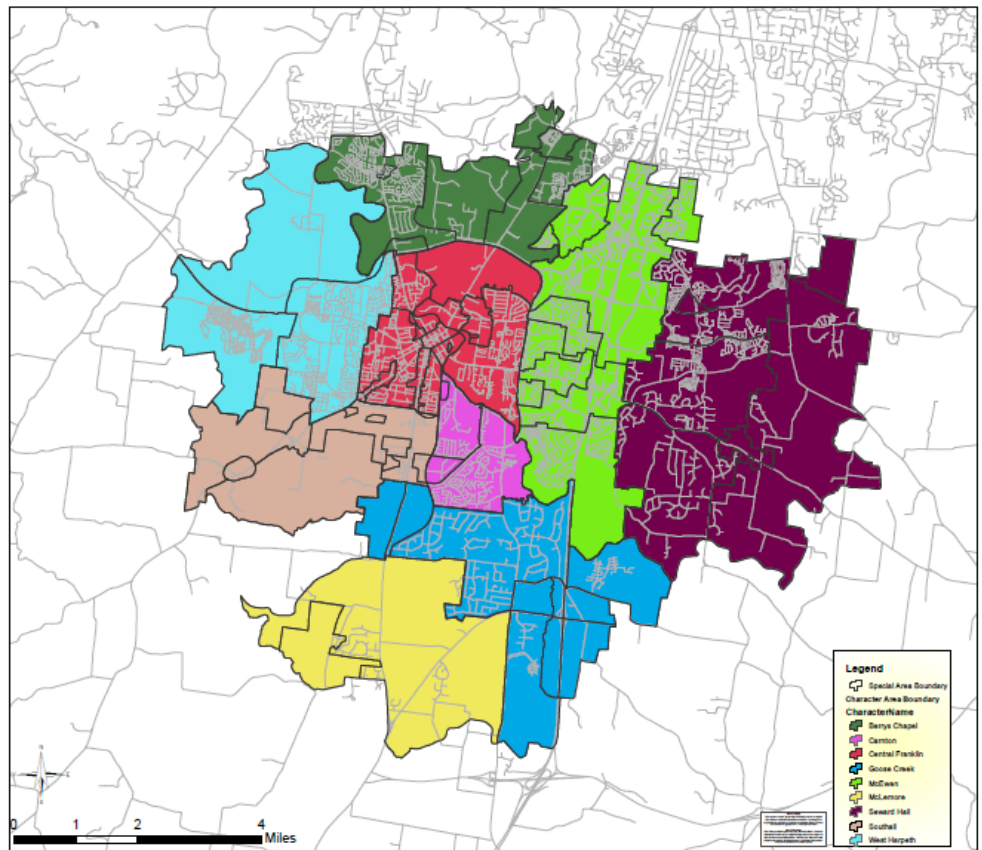
PLAN STRUCTURE

CHARACTER AREAS

The Design Concepts and their appropriate Land Uses are clustered into nine large geographic areas, or “Character Areas”, within the UGB to embody the regional vision. Each area has an identified existing or planned character that distinguishes it from other areas. When taken collectively, these nine Character Areas create a regional vision of diverse yet integrated neighborhoods and business districts. Detailed descriptions of these Character Areas are contained in the Character Areas Section.

The Character Areas include:

- Berrys Chapel
- Carnton
- Central Franklin
- Goose Creek
- McEwen
- McLemore
- Seward Hall
- Southall
- West Harpeth



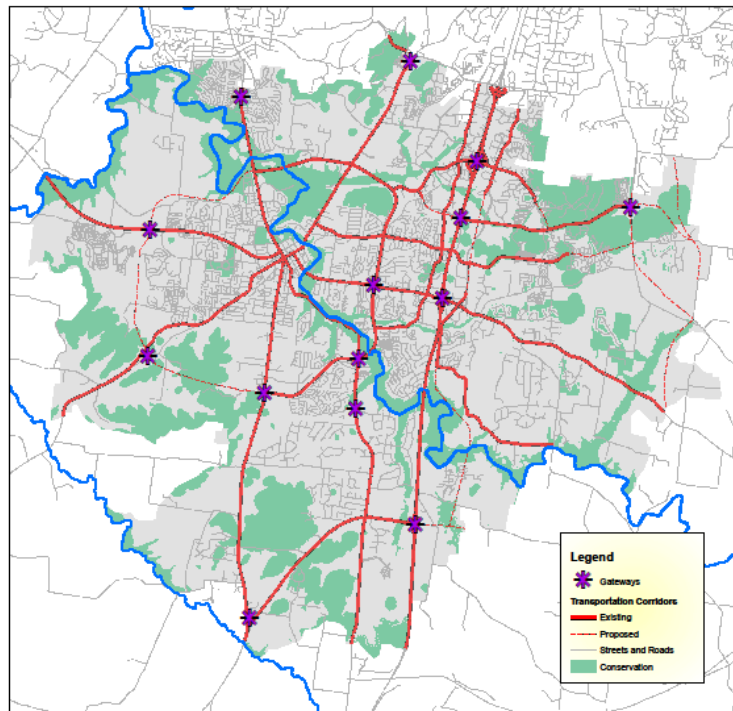
The Character Areas are the broadest planning category for the community. Each Character Area has a distinctive vision and community identity. The unique combination of Design Concepts and Land Uses within each Character Area will guide the future quality and identity of the community.

Further, particular parcels, assemblages of parcels or larger areas are subject to more specific policies and recommendations due to their unique circumstances. These circumstances may require that the policies related to the Design Concepts or Land Uses be modified or made more specific. Additional specifications are made for the Special Areas in each Character Area.

PLAN STRUCTURE

GATEWAYS AND CORRIDORS

A series of regional Gateways and Corridors is envisioned as a way to knit the various Design Concepts and Character Areas into a coherent and integrated region. These include both travel corridors and environmental greenway corridors, with gateways signaling entry into the community and transitions between distinct areas within the community. See the Gateways and Corridors Section.



HOW TO DETERMINE THE FUTURE LAND USE

This Plan serves as a vision for the physical future of the City of Franklin and the Urban Growth Boundary. It is also a guide for decision making in regard to proposed new development or redevelopment of real estate. When used as a guide for the development of specific properties, conformance with this plan should be determined as follows:

1. Determine the Design Concept that applies to the property by referring to the Design Concepts Map.
2. Review the Design Concept Principles that apply from the Design Concepts Section.
3. Determine the Land Uses that are appropriate in the Design Concept from the Land Use Matrix.
4. Determine the Character Area that applies to the property by referring to the Character Areas Map.
5. Review the recommendations for the Character Area to determine whether there are any specific policies applicable to the property that may be modified or enhanced by the Character Area. See Character Areas Section.
6. Finally, determine if there are any further modifications or additional recommendations by referring to the Guiding Principles Section or Special Area recommendations in the Character Areas Section.

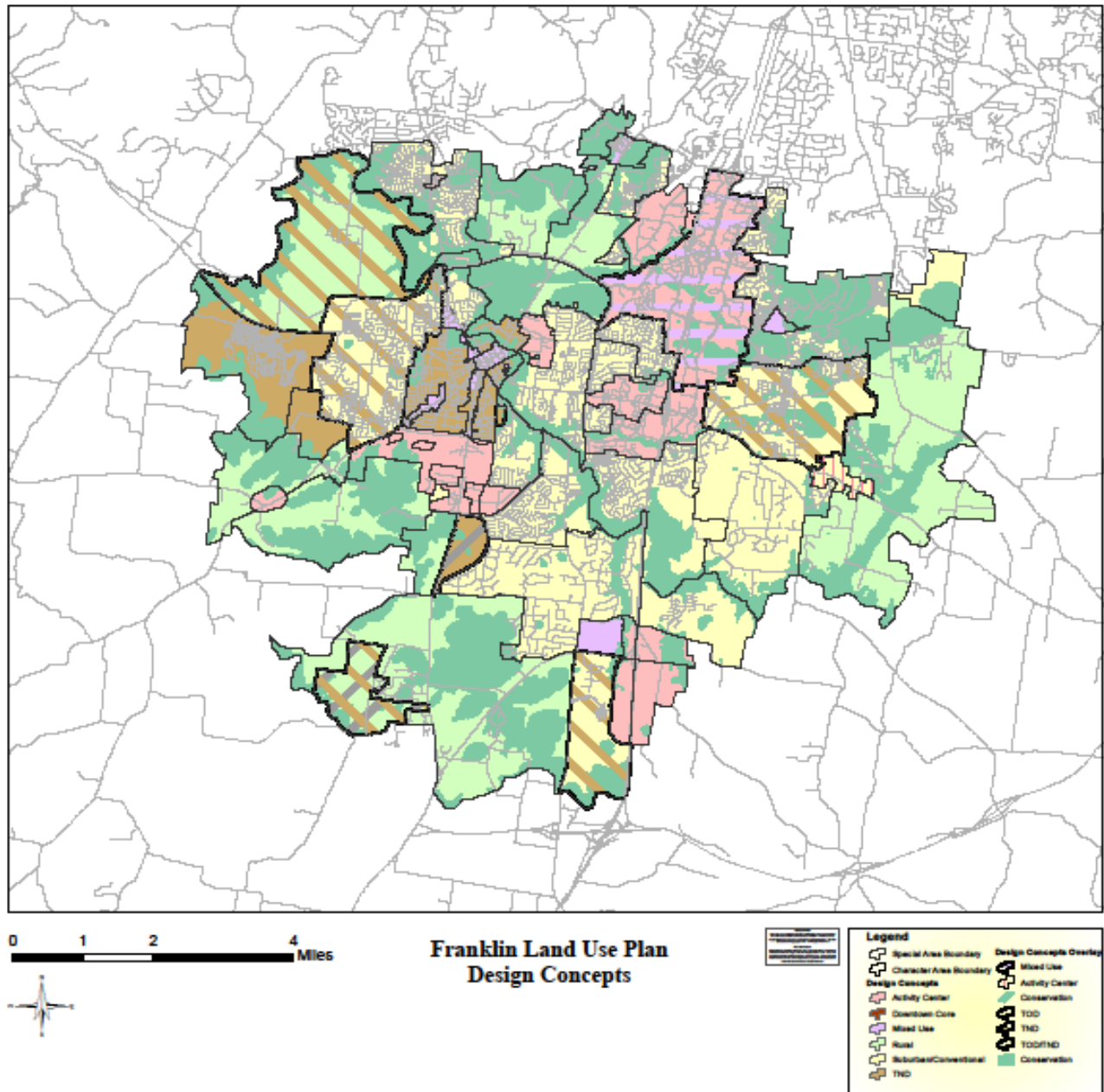
DESIGN CONCEPTS

The following Design Concepts establish a series of design templates that guide the way different land uses can be developed and mixed relative to each other. The Concepts establish a series of guidelines that will allow the city to evaluate the quality and character of new growth. These guidelines are intended to supplement the city's Design Standards, which focus on more detailed aspects of individual site design. These Design Concepts are intended to link the details of design and the larger-scale issues of integrating and mixing land uses to create quality and livable neighborhoods and districts.



Old Charlotte Pike

DESIGN CONCEPTS



DESIGN CONCEPTS

RURAL AREAS

The rural areas are primarily characterized by agricultural uses, homesteads associated with agricultural uses and agriculture service businesses. They are also characterized by large lots and limited availability of sewer or other municipally oriented services. Single-family homes not associated with farms have been built in the rural areas, generally on large lots of one acre or more. Road infrastructure largely consists of paved roads without curbs and gutters, with ditch drainage and culvert access. Rural land uses, such as farms and related uses, are desirable and should be encouraged to continue. However, a sprawling pattern of single-family homes on lots of one to two acres erodes rural character, creates inefficient public service patterns, and is an inefficient use of land. The challenge will be to balance the pressure for growth with a desire to maintain agricultural viability and a rural character. The following guidelines will be used when addressing development and land-use issues in the rural areas:

1. Agricultural uses are recognized as economically desirable, not vacant land. Agricultural preservation is an important goal, but this goal should be balanced with respect for the rights of property owners and the potential economic need for owners to sell property for development purposes.
2. The desired character for this area is a continuation of historic rural and agricultural patterns, including farms and farm-service businesses. Rural historic resources shall be protected under the provisions of the city's Design Standards.
3. New residential development in Rural Areas will be accommodated, but it is encouraged to occur in the "Conservation Subdivision" Design Concept.
4. Rural commercial land uses and agricultural support businesses are encouraged to exist. Examples of rural commercial uses are commercial nurseries, farm implement sales and supply stores, farmers markets, feed and seed stores and other farm-support businesses.
5. As new residential development occurs in rural areas, land-use conflicts between farming and residential uses may occur. This plan acknowledges that a primary use in this area is agriculture; new residents must recognize the primacy of this use and understand that there are often negative impacts of farms related to farm equipment on roads, hours of operation, odors, pesticides and others.
6. Residents who move into rural areas should not expect urban services, such as sanitary sewer and storm water drainage facilities, other than ditches.
7. The environmental integrity of stream corridors should be preserved and protected to the maximum extent feasible through measures such as stream setback standards, initiatives such as acquisition of property or development rights (such as scenic easements), and through density transfers, such as "transfer of development rights" programs to be explored at a later date.
8. While agricultural land should not be viewed as vacant, it is a land use that can be easily changed because of the lack of existing structures. For this reason, agriculture should be viewed as a temporary land use subject to eventual change. While the long-term viability of farming is desirable, its future, like that of any land use, cannot be guaranteed. Thus, while the open nature of agriculture is enjoyed by many, and open space is a valued community amenity, agriculture should not be viewed as permanent open space, and farmers should not be expected to carry the burden of providing this amenity.

DESIGN CONCEPTS

When nonagricultural development occurs, it is intended to occur either as a Conservation Subdivision or as a Hamlet, or as a combination of the two. The following describes these development types.

Hamlets

Hamlets are typically rural communities with a small residential population. The street layout tends to be in the grid format. Churches, schools, small-scale retail and other civic uses, such as libraries and fire stations, are common within hamlets. Hamlets are a viable development pattern to accommodate new growth in Rural Areas. The following are policies to guide in the design and consideration of Hamlets:

1. Hamlets are desirable land-use patterns that are located within Rural Areas and complement open and agrarian character.
2. Hamlets should only be considered when mechanisms are included to preserve surrounding countryside in a Rural Area.
3. Hamlets are considered to be a way to accommodate new growth while preserving substantial rural land, not as a form of growth in addition to the development of surrounding Rural Areas. The development included within a Hamlet and land within one-half mile should not exceed a gross density of one dwelling unit per acre. The average lot size or net density within a Hamlet shall be established during the site-plan design and review process.
4. New development in Hamlets should be “pedestrian friendly”, with sidewalks and trails.
5. Hamlets should be developed according to a Master Plan.
6. While Hamlets can and should accommodate new growth to maintain their vitality, the growth should be limited so as not to overpower the scale of the Hamlets. While there is no precise amount of population that can be targeted, each Hamlet should be monitored as new development is proposed.
7. To provide appropriate gross development densities, the overall design of a Hamlet should incorporate a minimum of fifty percent open-space.
8. Nonresidential uses are encouraged to locate in Hamlets, but only if they respect their scale and character and are designed to primarily serve the Hamlet and the surrounding Rural Area.
9. Hamlets should be linked to alternative transportation modes, such as mass transit and bicycle trails, wherever feasible.
10. Hamlets are intended to cluster residential development in order to preserve significant open space but in a different form than the Conservation Subdivision. Hamlets would be most appropriate in areas with low to moderately sloping topography.

DESIGN CONCEPTS

Conservation Subdivisions

Unlike conventional residential subdivisions, which will typically consume all or most of a development parcel, conservation development rearranges and clusters housing lots and roadways to set aside a substantial amount of the otherwise buildable property as permanently protected, quality open space. Typically, this approach trades a pattern of large conventional lawns with little or no usable neighborhood open space for more compact yards supplemented by extensive open space flowing through the development. This open space is retained in perpetuity as greenways, pastures, trails, woodlands or other uses that maintain scenic character, protect habitat value and contribute to the quality of life for residents. When properly planned, open space in Conservation Subdivisions can become part of an interconnected open-space network throughout the UGB.



DESIGN CONCEPTS

The following policies will apply in considering Conservation Subdivisions:

1. Flexible design that maximizes open-space preservation should be promoted by separating the issue of density from minimum lot size. This approach would permit a wide range of lot dimensions (area, frontage, setbacks) and a variety of housing types (attached or detached). Dedication of open space should be encouraged based upon net density and yield rather than minimum lot sizes and lot widths.
2. Open space should be designed to form an interconnected network, with provisions for linkages to existing or potential open space on adjoining properties.
3. Pathways within open space and/or sidewalks along roadways should be provided to connect to surrounding pedestrian/bicycle networks.
4. Fragmentation of open space into isolated, unconnected pieces should be avoided, except to provide neighborhood parks or gathering places.
5. Fencerows, stream corridors, tree lines, woodlands and other valuable natural and historic resources should be maintained as part of the dedicated open space.
6. Roadways and house lots should be located to respect natural features and to maximize exposure of lots to open space (directly abutting or across the street). “Single-loaded” streets (with homes on one side only) can be used to maximize open-space visibility, thus increasing real-estate values and sales, while costing no more than streets in conventional subdivisions (due to savings from narrower lot frontages).
7. Open space should be carefully located between housing lots, particularly those adjacent to working farms and other sensitive uses to provide buffers.
8. Open space should be located to maintain the visual character of scenic roadways.
9. Roadways should be designed to standards appropriate to the rural context (drainage swales, gravel footpaths, narrower widths, shade trees, and so forth).
10. Like Hamlets, Conservation Subdivisions should cluster residential uses to preserve a minimum of fifty percent of open space. They would be most appropriate in areas of steeper slopes and when nonresidential uses are not desirable or appropriate.

DESIGN CONCEPTS

CONVENTIONAL NEIGHBORHOOD

The Conventional Neighborhood Design Concept consists of the typical residential subdivision that was built in the City of Franklin over the past twenty years. Examples include areas like Cheswick Farm, Eagles Glen, Hunters Chase, Hill Estates and Yorktown. These neighborhoods generally consist of detached housing on lots with front, side and rear yards. Suburban Neighborhoods are usually “single-use” developments and do not typically include business, institutional or other non-single-family uses. They often include either passive or active open-space uses, but these are rare and not usually connected from one subdivision to another. Sometimes, they also include attached housing, which occurs in multifamily or apartment complexes. The street pattern is usually curvilinear with numerous cul-de-sacs. While this development concept is the most common style of new residential development, it can create unconnected and isolated “pods” of development, encourage an over reliance on the automobile, fail to create usable open space, and not allow a sufficient number of ingress-egress alternatives. Pedestrian facilities, particularly between subdivisions, are piecemeal and often uninviting to pedestrians.

The suburban form of development has gradually been filling in the spaces around the city. It has a tendency to use up most available space while neither preserving nor protecting adequate or usable open spaces. The suburban pattern to date has been incremental development of subdivisions, with little regard to how the pieces will ultimately fit together from a community character viewpoint.

There are many areas of the city where the suburban form of development has progressed to the point that the character of the area is committed, and the best strategy is to complete development with the same pattern and character, while making incremental improvements to better integrate subdivisions with each other and the city as a whole.



Chestnut Bend Subdivision

The following are guidelines for development in the Conventional Neighborhoods:

1. High-quality design will be encouraged through continued implementation of the Design Standards.
2. Conventional Neighborhoods should emphasize more “connectivity” between subdivisions, while avoiding the creation of isolated islands of development.
3. More street connections should be encouraged in residential subdivision design. Rather than focusing traffic on a few arterial or collector streets—which tends to create bottlenecks of congestion—more “through streets” should be encouraged to better disperse traffic and to reduce its isolated impacts at certain points.

DESIGN CONCEPTS

4. When new development occurs, it should be designed around and connected to any open-space corridors or networks.
5. Pedestrian facilities should be included in all new developments, unless circumstances make this unrealistic. The city should work with developers to devise plans and standards for pedestrian systems to tie subdivisions together. In particular, improved connections between key destination areas should be developed, such as between residential and commercial areas and between residential areas, parks and schools.
6. High value should continue to be placed on quality open space as part of suburban development. Residential developments should be designed around open spaces, which, in turn, should connect to adjacent open spaces or regional systems. Open space should not be designated as an afterthought based simply on land that is left over in the site-plan review process.
7. Environmental quality standards should be incorporated in the development-review process, particularly related to runoff and stream and tree protection.
8. New development should be coordinated and timed relative to infrastructure. Infrastructure, particularly sewer and water service, should be available concurrently with new development.
9. New infrastructure should be planned to be adequate for both existing and planned growth. Level-of-service standards should be developed to insure that adequate public facilities are provided in both the short and long term.
10. Other uses, such as churches, parks, schools, senior housing and small-scale commercial services, could be considered appropriate ancillary uses when part of an integrated site design and when designed to minimize negative impacts.
11. Neighborhood and Local Retail land uses may be appropriate when located at the intersection of two arterial streets. Neighborhood Retail is also appropriate when located at the intersection of an arterial and a major collector street, or at the intersection of two major collector streets.
12. Land-use regulations should be flexible in terms of density. While overall density limits (gross density) should be considered, the ability to construct on smaller lots while preserving open space and environmental features (net density) should be allowed as part of a site-plan review process with quality-based guidelines.
13. Subdivisions should be designed with regard to human scale, particularly with regard to street alignment, width and designed vehicular speed.
14. Other uses, such as churches, parks, schools, senior housing and small-scale commercial services, could be considered appropriate ancillary uses when part of an integrated site design and when designed to minimize negative impacts.
15. Neighborhood and Local Retail land uses may be appropriate when located at the intersection of two arterial streets. Neighborhood Retail is also appropriate when located at the intersection of an arterial and a major collector street, or at the intersection of two major collector streets.
16. Land-use regulations should be flexible in terms of density. While overall density limits (gross density) should be considered, the ability to construct on smaller lots while preserving open space and environmental features (net density) should be allowed as part of a site-plan review process with quality-based guidelines.
17. Subdivisions should be designed with regard to human scale, particularly with regard to street alignment, width and designed vehicular speed.

DESIGN CONCEPTS



Celebration, FL

Winter Park, FL

Westhaven TND

TRADITIONAL NEIGHBORHOOD DEVELOPMENT

Traditional Neighborhood Development (TND) is modeled after the pattern of development popular up through the mid-1900s. The traditional neighborhood concept reflected human scale, walkable communities with a mix of uses and densities and mixed-use cores. The TND Design Concept is a modern adaptation of that historic pattern and is seen as a viable and desirable option for some areas of the City of Franklin.

This design is typically characterized by a “grid”—or frequently interconnected—street network, typically with alleys, mixed-housing types and some mixed uses. These mixed uses, with basic architectural consideration, can be integrated into a neighborhood, even if the neighborhood is new. Accessory residential units are also easily accommodated. This type of development requires a different set of physical standards, including maximum setbacks or “build-to” lines, porches and rear-facing or detached garages. These developments typically have a higher density than what is common in the city, which can be appropriate for many reasons, including efficiency of infrastructure, efficient use of land and more potential pedestrian opportunities. In this sort of development, appearance and size of the structure are often more important than use.

The Westhaven development in the West Harpeth Character Area exhibits many attributes of TND design. However, while Westhaven is modeled after TND principles, its large size allows for a substantial amount of retail; circumstances are unique for every property and development, and it should not be assumed that the same magnitude of retail use is appropriate in all TNDs.

DESIGN CONCEPTS

This concept is particularly appropriate when the development is occurring adjacent to existing traditional development. The following policies will serve as a guide in the consideration of TNDs:

1. TNDs are only appropriate when part of a Master Plan for the entire area.
2. The dominant use in TNDs should be residential, with nonresidential uses subordinate to residential. Mixed uses are encouraged within TNDs, but they are residential neighborhoods first, with nonresidential uses providing support to the neighborhood.
3. TNDs should respect the existing character of traditional areas. They should help to create and to maintain the “small-town” image that Franklin strives to maintain.
4. The street systems should have multiple interconnections, which will allow multiple opportunities for people to walk to local destinations by a variety of routes. Streets should be designed for slower speeds to allow for mixing pedestrian and vehicular traffic.
5. There should be a short distance to amenities. Sites should be designated for churches, parks, schools, stores and other public gathering places within a five-to-ten-minute walk from homes.
6. The internal density of this use concept should be variable to respect established patterns and densities.
7. Mixed housing types should be permitted in some manner. They can encourage some alternative accessory housing options, such as “accessory units”.
8. Dwellings should relate to and address the street. The main entrance of buildings—not the garage—should be oriented to the street, and the progression of public to private characteristics of traditional neighborhoods (street to sidewalk to front yard to front porch) should be preserved.
9. The TND concept may provide a wider spectrum of permitted uses and layouts, which would encourage internal movement and reduce auto congestion often caused by lack of connecting streets and isolated residential uses.
10. This concept should be designed to capitalize on options for open-space/trail connectivity without interrupting its own form of design.

DESIGN CONCEPTS

ACTIVITY CENTERS

Activity Centers are focal points that have a combination of land uses that attract large numbers of people. There are different types of Activity Centers identified in this plan, and they may include Light Industry, Office, Retail or a mixture of uses. These areas include major revenue or employment generators and should be viewed as community resources. They also include areas where there is an opportunity for a mixture of uses to serve as a neighborhood focal point. They are typically hubs of activity that occur at the intersection of two or more corridors. Each Activity Center will be unique with various combinations of land uses. The scale of these centers can be either Local or Regional.

Activity Centers include those areas around the I-65 interchanges. They include land both immediately proximate to the interchange as well as land within the range of influence of the interchange, as determined in this plan. The areas around the interchanges at Moores Lane, Cool Springs and Murfreesboro Road are largely developed or committed, while the area around the Goose Creek Bypass and proposed McEwen interchanges offer tremendous future growth opportunities.

These areas are important for several reasons. First, they are important points of entry into Franklin from a regional perspective. As such, they give important first impressions of the community. Second, interchange locations are limited in number and should be considered as a valuable and limited economic resource to the community, creating economic development and revenue-producing potential.

These locations are magnets for many different uses, some of which are more desirable than others. For example, interchange locations are often attractive to large employment generators, such as business parks. As regional economic development engines, interstate interchanges can be very valuable. At the same time, other uses, such as automobile service stations, fast-food restaurants and hotels, are also attracted to interchanges, often before larger employment, intensive uses develop. While there is certainly a place and a need for these automobile-oriented, smaller-scale commercial uses, they should be planned in conjunction with longer-range employment centers.



Cool Springs Area

DESIGN CONCEPTS

The following are policies that will apply to Activity Centers:

1. Activity Centers are viewed as valuable limited resources, as key symbolic entrances into the community and as important economic resources.
2. Activity Centers should be reserved for high-quality uses that generate high economic returns for the community. They should be protected from low-quality and low-economic-benefit uses.
3. Desired land uses include Office, Regional Retail and other employment-intensive uses. Uses such as gas stations, hotels, restaurants and similar uses provide valuable services and can be appropriate, but they should be ancillary and subordinate to the regional retail and employment-related uses and designed to be integrated with those uses through coordinated access, compatible signage and landscaping, and high-quality site-plan and building design.
4. Signage in these areas should be limited and integrated into an overall site-planning theme. Billboards should be prohibited.
5. Special attention should be paid to architectural quality, and overall architectural themes should be developed for each regional center area.
6. Traffic circulation and access should be carefully planned and managed so that each regional center area operates as a coordinated circulation system.

There are four major types of Activity Centers: Business Parks, Regional Commercial Centers, Local Commercial Centers and Industrial Centers.

DESIGN CONCEPTS



Business Parks

Cool Springs Business Park

Business Parks include a wide range of business, light industrial, office, research and development and related ancillary uses, such as restaurants. They can best be described as business versions of “subdivisions”. Business Parks often take the form of a “campus”, in that they incorporate a sense of integration and coordination of uses and a certain quality and character of development. Business Parks are generally large, unified, and integrated; like residential subdivisions, they are usually developed by a single entity, and, as such, can be designed in a coordinated way.

Business Parks involve a significant number of vehicle trips, particularly in the morning and evening peak hours. They involve a mixture of automobile and truck traffic.

The following policies will guide the City in considering new Business Parks.

1. Business Parks should continue to meet quality standards related to site layout; building configuration, materials, massing and shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; stormwater management; environmental protection; and others.
2. Business Parks should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
3. New Business Parks should be located only within designated areas within easy access to an arterial roadway and I-65.
4. Light industrial uses should be limited to those that create minimal land-use impacts on surrounding areas beyond those typically associated with office-related uses.
5. Access to available or future mass transit is encouraged in a pedestrian-friendly manner. Sidewalks should connect buildings to sheltered transit stops.
6. Employer transportation programs are encouraged to reduce the percentage of trips made by single-occupant vehicles and to encourage transportation by alternate modes.
7. Vehicular access should be designed to maximize efficiency and to minimize the negative impacts on levels of service on adjacent streets.
8. On-site amenities, such as walking trails and eating areas, are encouraged. Local trails should connect to citywide trails or open-space systems wherever feasible.
9. Accessory uses, such as daycare centers, personal services and restaurants designed to serve on-site employees, are also encouraged, but only when integrated with and subordinate to the primary business uses.

DESIGN CONCEPTS

Regional Commercial Centers

The Regional Commercial Center type of development includes a single use or conglomeration of retail uses and/or sites that serve as a distinct destination for traffic from a large geographic area. The Cool Springs Galleria is an example of a central use in a Regional Commercial Center. Specific uses in this concept vary widely but include general retail uses, offices, personal services, restaurants, automotive-related businesses and related uses. These include enclosed shopping malls, strip centers and freestanding stores. The chief characteristic of Regional Commercial Centers is that they have a scale and magnitude that serve a regional market, and they are usually destination locations for shoppers. They are heavily oriented to the automobile.

The city will consider the following policies that will apply in Regional Commercial Centers:

1. Regional Commercial Centers are characterized by gross leasable areas from 200,000 square feet and greater that serve a larger regional market only where designated in this plan in areas with access to I-65. They will require sites in excess of thirty acres and may include Regional Retail uses such as department stores, grocery superstores, large discount stores, large specialty retailers, manufacturer's outlet stores and warehouse clubs.
2. Other related—but smaller—Local Retail uses may also occur, such as restaurants (including fast food) and smaller specialty stores. These smaller uses must be carefully coordinated from a site-planning standpoint with the larger Regional Retail uses, particularly related to traffic access and circulation. The design of these smaller uses must also be considered in light of the larger context of uses, since the collective impact of numerous small uses greatly impacts the image of the overall area. Signage and landscaping are of particular importance and are attributes that should be addressed.
3. Regional Commercial Centers should meet the city's quality standards through the Design Standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; stormwater management; environmental protection; mass-transit access; and others.
4. Regional Commercial Centers should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
5. Regional Commercial Centers should be subject to land-use-impact review and mitigation for issues such as fiscal impacts, lighting, noise, odors, stormwater, traffic and others.
6. Access-management principles and techniques should be incorporated in the site-plan design and development phases.

DESIGN CONCEPTS

Local Commercial Centers

The Local Commercial Center type of development includes commercial retail uses and personal services and/or sites that serve a smaller geographic area. Thoroughbred Village is an example of a Local Commercial Center. Specific uses may vary but include automotive services, building supply, general retail, motels, personal services, restaurants and related uses. The chief characteristic of Local Commercial Centers is that they have a scale and magnitude that serve a local market.

The city will consider the following policies that will apply in Local Commercial Centers:

1. Local Commercial Centers are characterized by gross leasable areas of 50,000 to 200,000 square feet on sites of five to twenty acres that provide services to an area within a radius of three to five miles, as well as automotive traffic generated from major highways.
2. Local Commercial Centers should meet the city's quality standards through the Design Standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; stormwater management; environmental protection; mass-transit access; and others.
3. Local Commercial Centers should be approved only upon a demonstration that adequate public facilities exist or will be established by the time of opening.
4. Local Commercial Centers should be subject to land-use-impact review and mitigation for issues such as fiscal impacts, lighting, noise, odors, stormwater and traffic.
5. Access-management principles and techniques should be incorporated in the site-plan design and development phases.



Thoroughbred Village

Industrial Centers

The Industrial Center type of development includes industrial uses that have extensive exterior movement of vehicles and goods. The heavy intensity of these uses requires imposing strict measures to control adverse environmental and visual impacts.

1. Heavy industrial uses are strongly discouraged within the City of Franklin.

DESIGN CONCEPTS

MIXED-USE CENTERS

Mixed-Use Centers are proposed as focal points for neighborhoods along key corridors in several instances. Typical uses in Mixed-Use Centers could include Attached or Detached Residential, daycare centers, grocery stores, personal services, pharmacies, Professional Offices, retail, restaurants and specialty stores.

The following will apply to review within Mixed-Use Centers:

1. Buildings and sites are encouraged to accommodate a mixture of uses. A mixture of uses is encouraged, not just within the overall center, but on individual parcels and within individual buildings. High-activity uses such as retail are encouraged on the first floor, with uses such as offices and residential encouraged on second floors.
2. Buildings should be designed to respect the street context, to form street walls where appropriate, and to respect or create view corridors.
3. Buildings and sites should be designed to emphasize pedestrian scale, human-scale architecture, and landscaping, while avoiding large expanses of paved areas, large featureless buildings, and monotonous or franchise-style architecture.
4. All sides of a building open to view by the public should display a similar level of architectural quality and should be subdivided and proportioned using features such as arcades, awnings, entrances, windows or other such features.
5. Building facades should have highly visible customer-service entrances that feature arcades, arches, canopies, display windows, distinctive roof forms, landscaped features or overhangs. Primary entrances should face streets on which they are located.
6. Buildings should have well-defined rooflines with attention to architectural detail.
7. Building materials should be limited to brick, cultured stone, fiber cement siding, masonry, stucco, wood, wood shingles, wood siding or similar materials.
8. Circulation systems should be designed to efficiently facilitate traffic flow yet discourage speeds and volumes that impede pedestrian activity and safety.
9. Common or shared access points are encouraged. To the maximum extent feasible, common or shared delivery and service access should be provided between adjacent parcels or buildings and to the rear of buildings.
10. Transit stops should be incorporated into Master Plans, where feasible.
11. A coordinated pedestrian system should be provided throughout the development, including connections between uses on the site and between the site and adjacent properties and rights-of-way.
12. Continuous sidewalks or other pedestrian facilities should be provided between the primary entrances to buildings, all parking areas that serve the buildings, pedestrian facilities on adjacent properties that extend to the boundaries shared with the development, any public sidewalks along perimeter streets, or other community amenities or gathering spaces.
13. Adequate parking should be provided, but excessive parking is discouraged.
14. Parking should be distributed as appropriate for each character area.

DESIGN CONCEPTS

15. A streetscape plan should address the relationship between vehicular and pedestrian traffic, pedestrian facilities, street and sidewalk lighting, landscaping, street furniture, trash receptacles and transit stops.
16. The design of streets, pedestrian ways, landscaping, lighting and street furniture should be coordinated and integrated throughout the site.
17. Vehicular streets and driveways should be designed to be compatible with pedestrian ways to encourage a pedestrian-friendly environment. The width of streets should be sensitive to pedestrian scale and should be minimized to avoid overwhelming that pedestrian scale.
18. Site furnishings, such as benches, bike racks, lighting fixtures, seating, trash receptacles and tree grates, should be addressed in the streetscape plan.
19. The location of service areas and mechanical equipment should be considered as part of the overall site design.
20. Service areas and mechanical equipment should be screened from public view.
21. A master sign plan should be prepared illustrating the location, materials, type and size of all signage.
22. A lighting plan should be prepared, including a photometric illustration.
23. Lighting should be designed to avoid spillover onto adjacent properties through the use of cutoff shields or similar features.



Winter Park, FL



Birkdale Village, NC

DESIGN CONCEPTS



The Harpeth River Corridor

CONSERVATION AREAS

The Conservation Design Concept is unique in that it contemplates as little development as possible. The policy of this plan is that development is inappropriate in areas designated for conservation and will be prohibited to the maximum extent provided by law. These include floodplain areas, hillsides greater than twenty percent in slope, hilltops and public parks. The conservation of these areas serves several purposes. Conservation of floodplains, hillsides and hilltops helps to preserve sensitive environmental areas that have an inherent long-term value to the community. It also preserves open space, which is also a long-term community value. Most importantly, however, the preservation of floodplains in particular has a direct public-safety purpose and helps to minimize property damage during periods of flooding.

The specific way this planning policy is applied depends on the regulations adopted in the city's zoning ordinance and subdivision regulations. In addition to these specific regulations, the policy of conservation of the areas so designated in this plan will guide the city in decisions about specific parks planning, property acquisition, site plans and other related planning decisions.

The following are the policies that will guide the city in Conservation Areas:

1. Development is limited to non-intrusive changes designed to provide public access, where appropriate. These are limited to access drives, parks, parking areas, shelters, trails or related uses, only upon a determination that the environmental integrity of the area can be protected.
2. On sites with a portion located in a Conservation Area, the transfer of development density from one area of the site to the other is appropriate. The city should continue the use of the slope and floodway protection regulations adopted in 2000.

DESIGN CONCEPTS

TRANSIT ORIENTED DEVELOPMENT AREAS

Transit-Oriented Development (TOD) refers to pedestrian-friendly land-development activities that are built within easy walking distance of a major transit station. In many ways, a TOD is very similar to a Mixed-Use Center, with expanded residential uses. TODs generally include a compact mix of different land uses that are oriented to public walkways to promote pedestrian activity. Livable TODs are neighborhoods that include a range of commercial services, housing options, jobs and recreational opportunities, all within easy access of transit services. Residents, shoppers and workers can get around without the need for an automobile in these communities.

For example, the neighborhood center may have a transit station and a few multistory commercial and residential buildings, surrounded by several blocks of townhouses and small-lot Detached Residential, with larger-lot Detached Residential farther away. TOD neighborhoods typically have a diameter of one-quarter to one-half mile, which represents pedestrian-scale distances.

TOD is contingent on the development of light or commuter rail along the CSX rail line in the west-central portion of the region.

The following policies will be applied to TOD Areas:

1. Detached Residential is appropriate on the perimeters of TODs.
2. Attached Residential would be appropriate in the central area.
3. Neighborhood, Local and Regional Retail would be appropriate, depending on the size of the TOD and its orientation to other Mixed-Use Centers or TODs.
4. A variety of office uses would be appropriate; however, each location will be different, depending on its orientation to other Mixed-Use Centers or TODs.
5. Smaller- or moderate-scale institutional uses, such as libraries or schools, would be appropriate.
6. Small-scale public parks, when strategically located and well designed, would be appropriate.
7. The minimum densities to maintain viability shall be established for each TOD.

FUTURE LAND USE

The definition of individual land uses provides the most detailed level of the Land Use Plan. The following are definitions of each of the possible land-use categories. These definitions are not intended to set square-footage limits; the references to square footages are for clarification purposes only.



Conservation

Conservation is identified in this plan as both a Design Concept and a land-use category. It includes land that is subject to severe development constraints due to natural conditions, such as hillside slopes and hilltops, or the threat of flooding. It also includes important natural resources, such as established tree stands, fencerows and specimen trees. It is land that is maintained or restored to a natural state for the express purpose of the preservation of passive open space, natural resources or environmental aesthetics.

Private Recreation

Land intended for recreational purposes, or open space not open to the general public or owned by a public entity, but accessible to those who pay a fee for the use of the recreational facilities.

FUTURE LAND USE



Public Parks

Land owned by a public entity intended for either passive or active recreation. Public Parks may include, but are not limited to, ball parks, hiking trails, municipal pools, nature preserves and playgrounds. The area served should be taken into account when determining the function and scale of a park.

Detached Residential

Primary structures (other than a mobile home) intended for occupancy by a single family, located on a separate lot or parcel from any other structures intended for the same use, and not sharing any common structural elements with any other structure intended for occupation by another family.

Attached Residential

Primary structures intended for occupancy by more than one family, including duplexes, townhouses, triplexes and other multifamily structures.

Transitional Office

Low-intensity office uses are appropriate in locations where a change or transition in land use is occurring and a less-intensive land use is appropriate. Transitional Office structures are generally 2,000 square feet or less and may be in stand-alone buildings or converted residential structures. They may include businesses such as family dentist's or doctor's offices, funeral homes, insurance offices, personal services, real estate offices or similar uses. These uses typically have limited parking-lot sizes, building sizes and hours of operation.

Professional Office

Any building or structure primarily used to conduct business, where no sales of stock-in-trade, manufacturing or warehousing occur. Professional Offices may include attorneys' offices, daycare centers, doctors' group practices, office suites for individual businesses, real estate offices, sales offices and telemarketing centers.

Regional Office

Offices that accommodate major economic-base corporate employers, with a broad regional influence, and which may include corporate headquarters and structures with suites for a variety of professional or service offices.

FUTURE LAND USE



Neighborhood Retail

Commercial retail uses and personal services in concentrations with gross leasable areas of up to 50,000 square feet on smaller sites of less than five acres intended to serve surrounding neighborhoods within a radius of one to three miles. Such uses are generally located in stand-alone buildings or in small commercial centers and may include beauty salons, convenience stores, drug stores, restaurants, small clothing stores, small grocery stores and specialty shops.



Local Retail

Commercial retail uses and personal services in concentrations with gross leasable areas of 50,000 to 200,000 square feet on sites of five to twenty acres that provide services to an area within a radius of three to five miles, as well as automotive traffic generated from major highways. This category may include automotive services, building supply, general retail, motels, restaurants and related uses.



Regional Retail

Large commercial retail uses in concentrations with gross leasable areas generally in excess of 200,000 square feet on sites greater than twenty acres that serve a larger regional market and may include department stores, grocery superstores, large discount stores, large specialty retailers, manufacturers outlet stores and warehouse clubs.



Institutional

Land used for civic purposes, such as city hall, police and fire stations and public libraries; cemeteries; churches; educational facilities, such as public and private primary and secondary schools and universities; community centers; and similar uses. These uses may have substantial impact on the surrounding area. The introduction of any institutional uses should:

- Preserve the character and quality of surrounding neighborhoods with development that is compatible in scale, appearance, and other relevant features, with surrounding development.
- Mitigate traffic impacts through traffic impact analyses and design to maintain or improve current level of services.



Light Industry

Research facilities, as well as places of assembly, fabrication, warehousing or processing of goods and materials using processes that ordinarily do not create fumes, glare, odors, noise, smoke or health or safety hazards outside of the building in which the process takes place.



LAND USE MATRIX

Land Use Matrix

Design Concept	Land Use	Conservation	Private Recreation	Public Parks	Detached Residential	Attached Residential	Transitional Office	Professional Office	Regional Office	Neighborhood Retail	Local Retail	Regional Retail	Institutional	Light Industry	Heavy Industry
Urban Areas															
+ Hamlets		A	A	A	A	A	A			A	A		1		
+ Conservation Subdivisions		A	A	A	A								A		
Conventional Neighborhoods		A	A	A	A	2				2	2		2		
Traditional Neighborhood Development		A	A	A	A	A	A	A		A	A		A		
Activity Centers															
+ Business Parks		A	A	A				A	A		A		A	A	
+ Regional Commercial Centers								A	A		3	A	A		
+ Local Commercial Centers		A	A	A		4		A		A	A		A		
+ Industrial Centers		A	A	A											A
Mixed Use Centers		A	A	A	A	4		A	A	A	A	A	A		
Conservation		A	A	A	5										
Transit Oriented Development		A	A	6	A	A		A	A	A	A		A		

LEGEND

A Appropriate Land Use

1 Appropriate in some circumstances. See note.

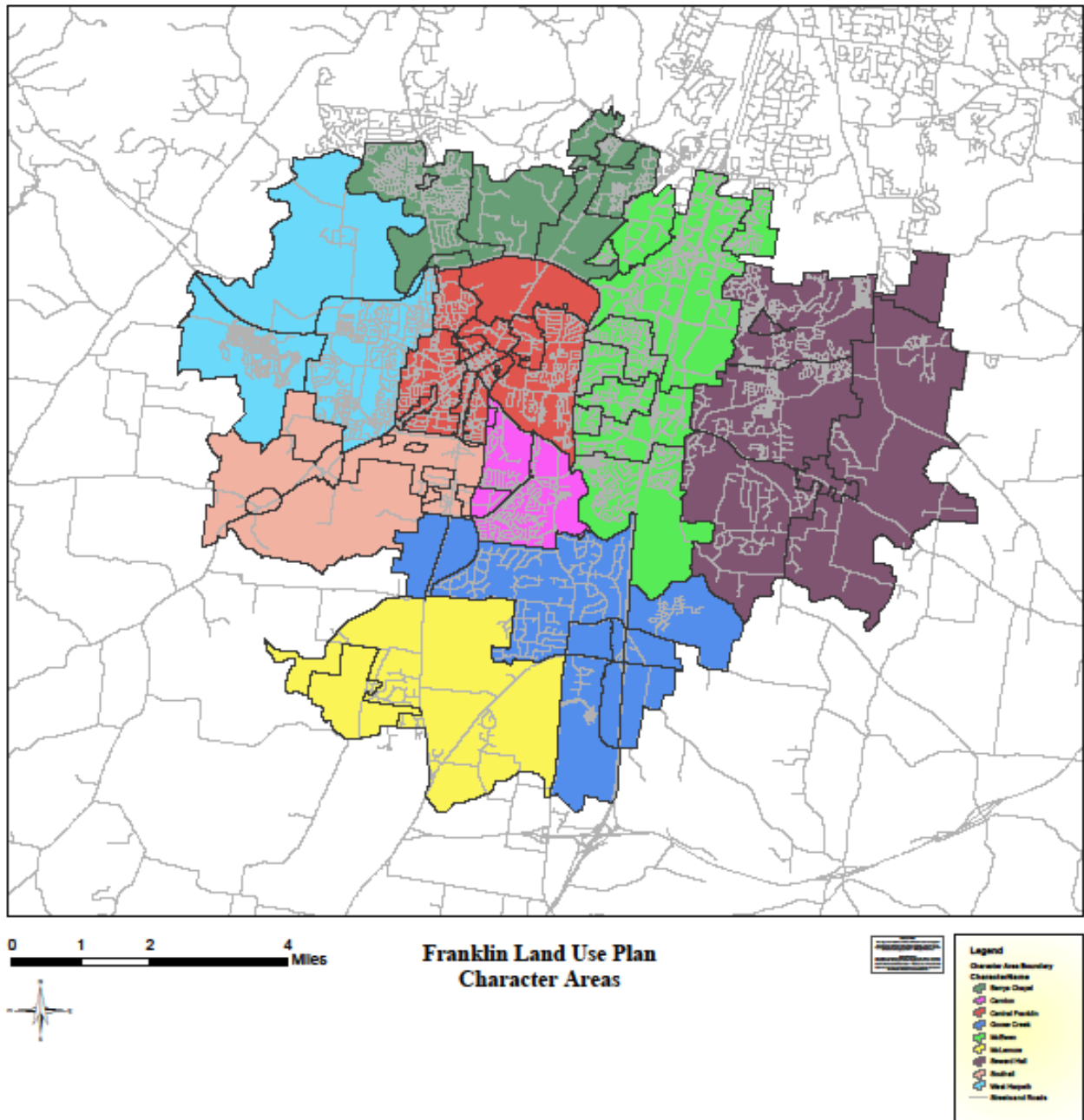
NOTES

- 1 Institutional uses, such as churches, post-office branches and schools, should respect the small scale of the Hamlet.
2. See The Special Areas in each Character Area for guidelines and limitations for the land uses.
3. Local Retail uses are appropriate only as ancillary uses to the larger-scale Regional Retail Uses in a Regional Commercial Center.
4. Attached residential on upper floors of Mixed-Use buildings is particularly encouraged.
5. Special exceptions may be made for Detached Residential within Conservation Areas regarding transfer of development density on the development site.
6. Density and maximized use of land is the key to TODs. Parks should be incorporated, but be at a small scale.

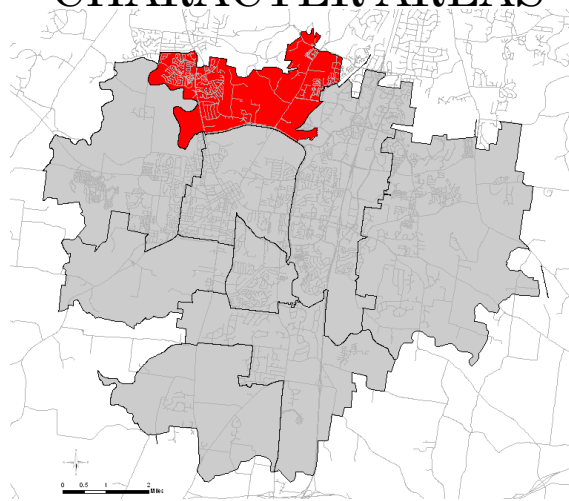
CHARACTER AREAS

The final element of the Land Use Plan is the assembly of the Design Concepts into a regional vision consisting of nine distinctive Character Areas, each defined by a set of established or desired qualities, such as natural resources, land-use patterns, infrastructure and other elements. While the Design Concepts and land uses are applicable across the city and the UGB, each Character Area is intended to have a unique mix of land uses that establishes the character.

CHARACTER AREAS



CHARACTER AREAS



BERRYS CHAPEL

Planning Background

The Berrys Chapel Character Area comprises approximately 3,534 acres in the north-central portion of the Urban Growth Boundary (UGB). The northern boundary of the area is the UGB, Sims Lane and Lynnwood Way. Mack Hatcher Parkway is the southern boundary, and the Harpeth River is the primary west edge of the area. It is bound to the east by the McEwen Character Area. The primary existing land use in the area is single-family residential, with pockets of civic/institutional and retail uses along Franklin and Hillsboro Roads. In the northeast section of the area there are over 900 multifamily units and a developing mixed use center that provides a variety of housing options.

Moore's Lane provides a major connection to I-65 and brings significant traffic to the area. Two major intersections in the Berrys Chapel Character Area serve as gateways into the city. One is at Hillsboro Road and Fieldstone Parkway, and the other is at Moore's Lane and Franklin Road. Franklin Road provides a northern corridor into the city with a rural character. This "green" quality separates Central Franklin from the surrounding urban and suburban sprawl.

In recent years there has been limited residential development in the southern portion of the Character Area, north of Mack Hatcher Parkway and between the Franklin Road and Hillsboro Road corridors. In fact, there have been several proposed residential subdivisions in this area that have never been fully developed due to the difficulties in the housing market since 2008. Additionally, there has been limited institutional development along the Franklin Road corridor in proximity to the Moore's Lane and Franklin Road intersection. Previous residential development in the Deerfield, Fieldstone Farms, and Spencer Creek Subdivisions are examples of the Suburban Neighborhood Design Concept, and, while there have been limited efforts to incorporate compact design and open spaces, these pockets of open spaces are not well connected to the community as a whole.

CHARACTER AREAS

The rural residential uses along Berrys Chapel Road, which are outside the city, establish an authentic and desirable rural character. Most of the residential land in this north central portion of the area is of the large “estate” style; extensive development of this area could dramatically alter the character of the Berrys Chapel Character Area.

The historic buildings, black wood plank fences and fieldstone walls, all characteristic of the Middle Tennessee Region, are integral elements to the character of the area. In combination with the natural features, such as hillsides, hilltops and the watershed of the Harpeth River, there is much in the Berrys Chapel Character Area worthy of preservation.



The Meadows Farm

Vision

The Berrys Chapel Character Area, comprised of eight special areas, will be a northern gateway into the City of Franklin that establishes a precedent for quality design. It will include high quality suburban and rural uses along the two north-south corridors, although design along Franklin Road will insure the preservation of a rural character through substantial setbacks. The northern gateway at Franklin Road will be anchored by a Mixed-Use Center. The area between Franklin and Hillsboro Roads will be maintained with a rural character. This will be an area where preservation and protection of the natural scenic beauty created by hillsides, hilltops, view sheds and watersheds is integrated with high-quality land planning and architectural design to retain and enhance the community character.

CHARACTER AREAS



SECTION UPDATE AND OUTREACH

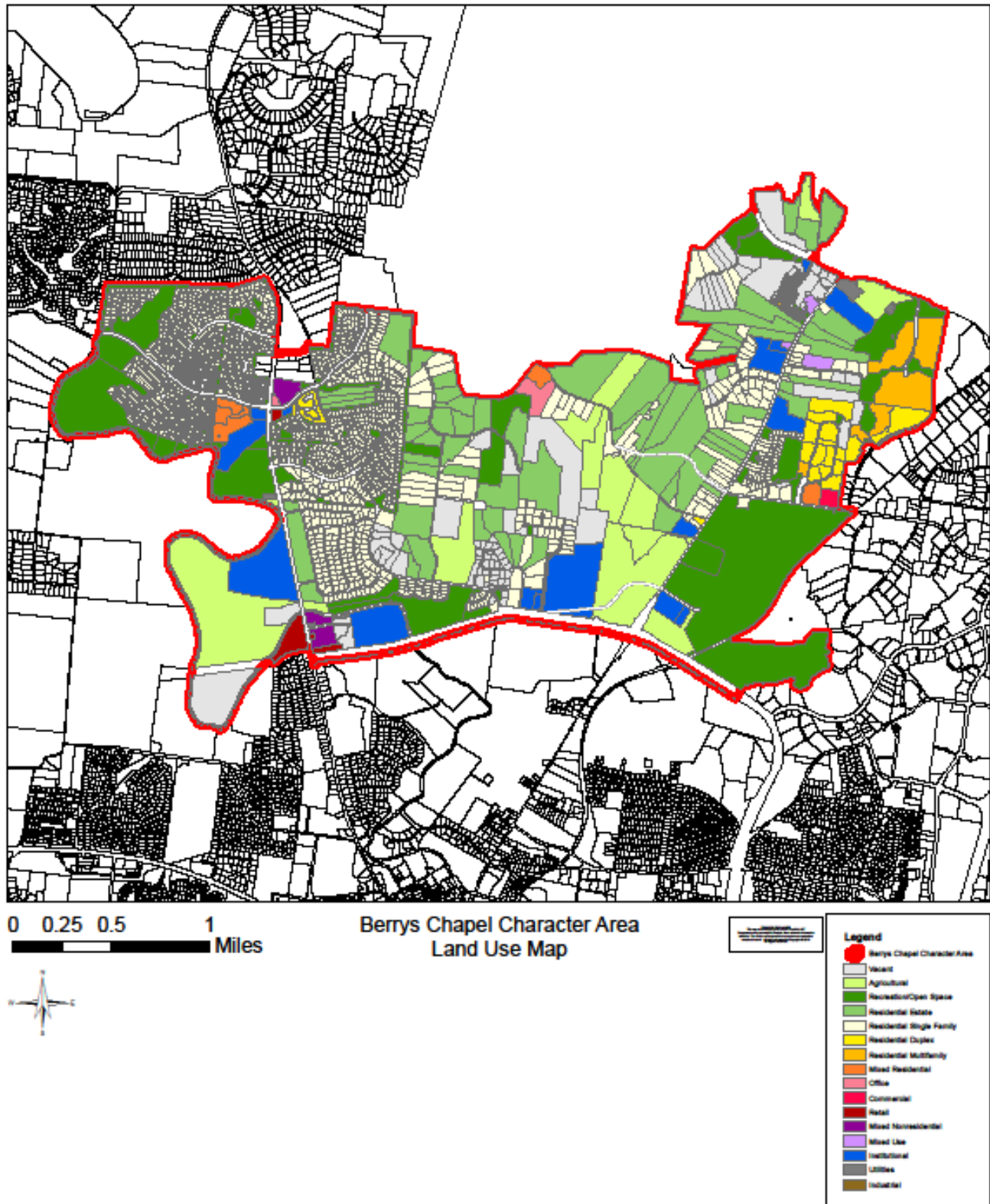
This section for Berrys Chapel Character Area was updated in 2011. The project team, consisting of representatives from Franklin's Planning, Engineering, and Administration Departments as well as Williamson County Planning Department, met regularly for approximately six months. Additional support was offered by the Streets Department in making signs and the GIS Division with mapping. As part of the project schedule, an outreach campaign was developed to increase community awareness, participation and input which identified a minimum of **5 outreach techniques** including a website, social media updates, email blasts, media alerts, and **40 signs** regarding a community open house. Based on participant feedback, signage was the most effective meeting notification technique.

The Project Team hosted 9 stakeholder sessions on July 28 and 29, 2011, and spoke with a total of **21 stakeholders**. Based on the feedback obtained from these sessions, the project team revised potential special area limits, as well as associated recommendations and design concepts. These revised proposals were shared with **44 community members** at a Project Open House inside Franklin's City Hall on August 02, 2011. The open house format of this meeting allowed participants to visit several stations with maps reviewing subjects including transportation, land use, utilities, conservation areas, zoning as well as the existing and proposed Land Use Plan Map. Participants were then encouraged to view a PowerPoint, which provided information regarding the Land Use Plan and the important role it plays in guiding development. City staff members were available at each station to answer any questions. Through general discussions, the responses from **18 written surveys**, **33 written comments** and a Green Dot/Pink Dot exercise, the participants provided staff with solid guidance and direction for further revisions to the proposed Land Use Plan update.

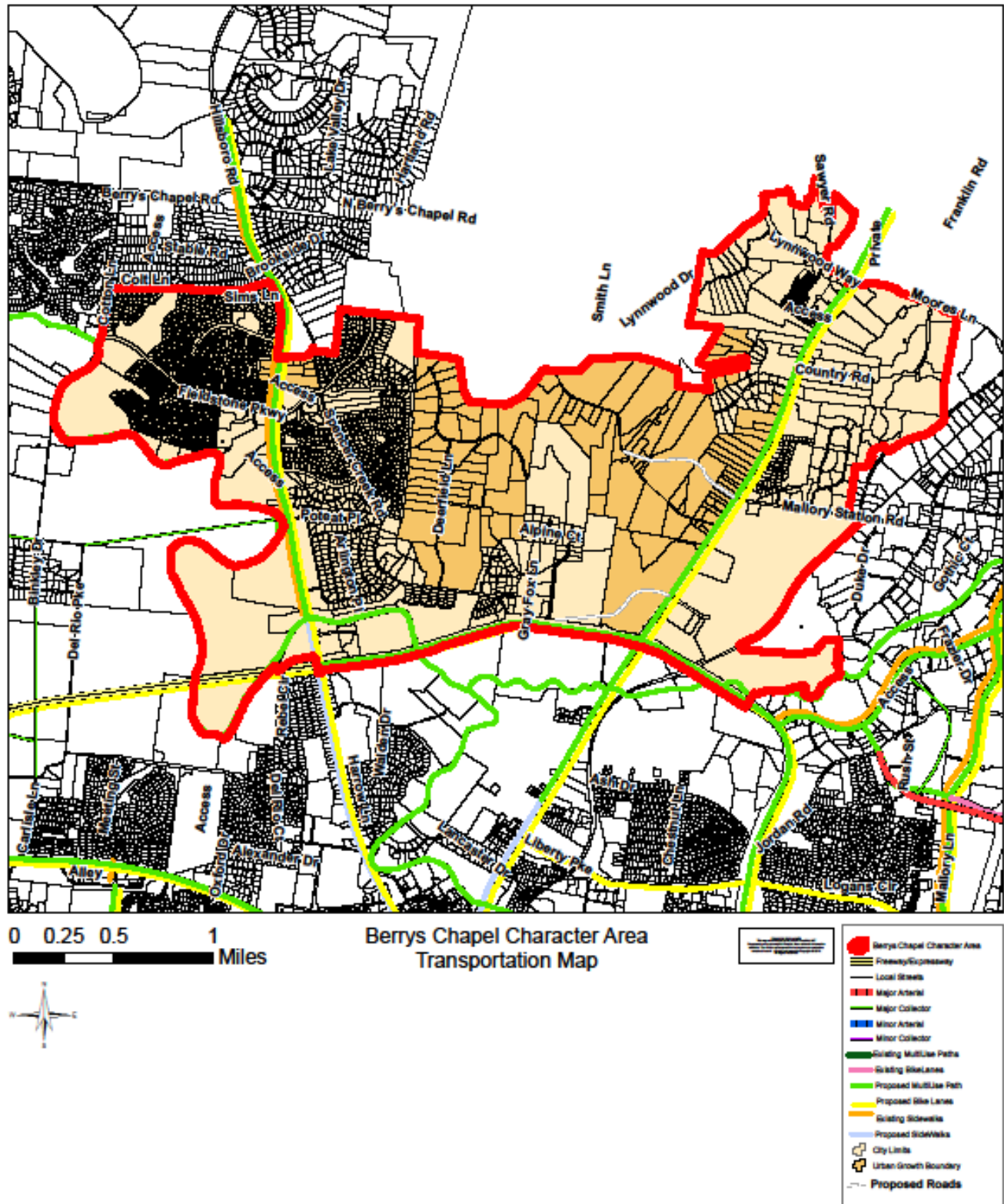
The Project Team evaluated the comments and survey results collected at the Open House and prepared a draft that was shared at the August 25, 2011, Joint Conceptual Project Workshop with the Board of Mayor and Alderman, Planning Commission as well as approximately **20** interested community members. The section was revised once again to address additional comments as approved at the September 22, 2011, Planning Commission meeting.

The estimated population of the Berrys Chapel Character Area is **9,194 residents**. A total **85** impacted individuals attended meetings, interviews or emailed comments, resulting in an estimated **0.9%** participation rate. It should also be noted that only 271 of the estimated population of the Berrys Chapel Character Area reside outside the current city limits but inside the Urban Growth Boundary. The remaining estimated 8,923 reside within the current City of Franklin limits.

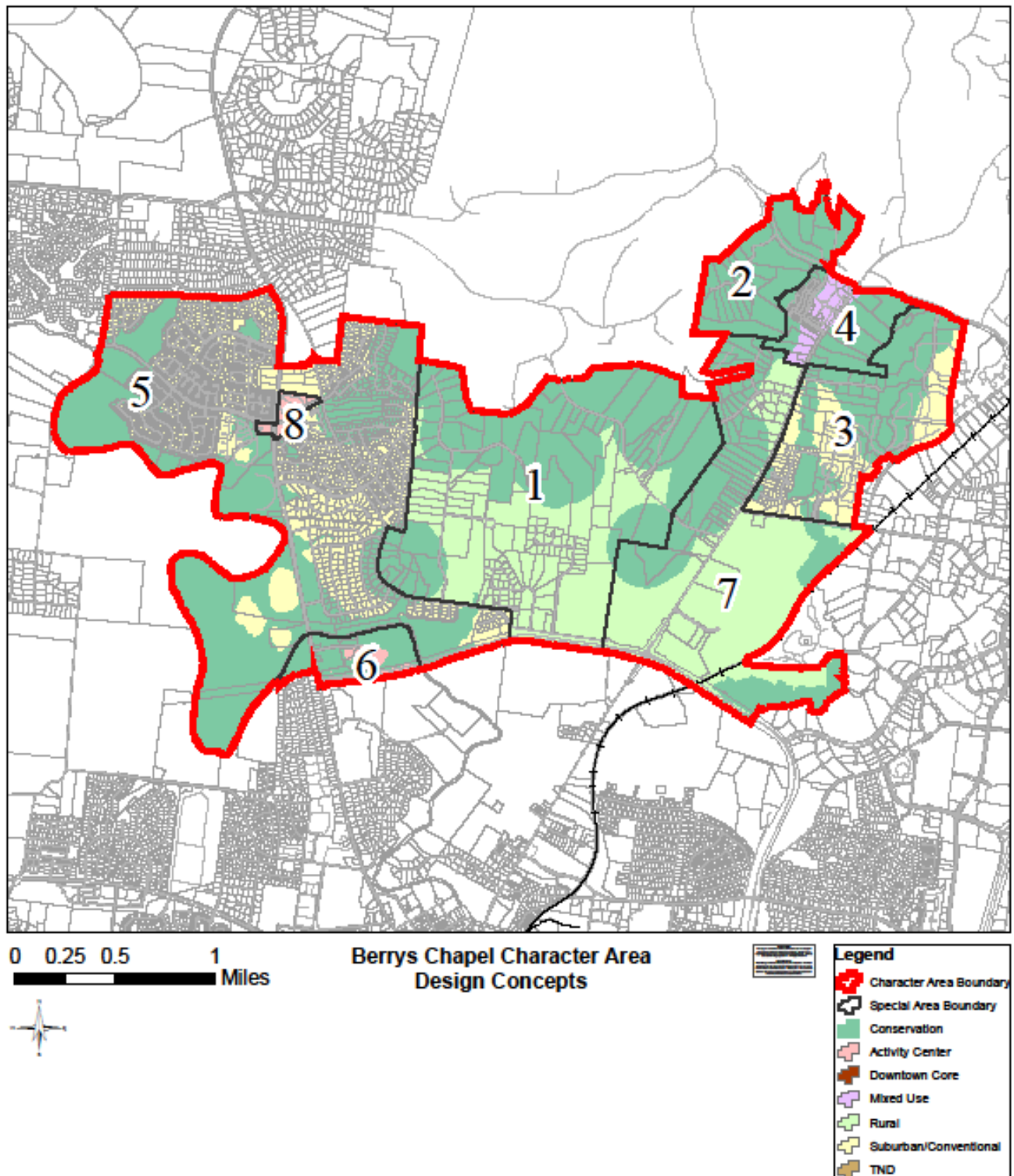
CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS

SPECIAL AREA 1

Character

1. This area typically includes detached residential and open space, with limited institutional and civic uses along Ernest Rice Lane.
2. The protection of environmental features is important to this area's unique character. Of particular importance in this area are hillsides and hilltops, established clusters of trees, specimen trees and fencerows. These features should be protected.
3. Historic preservation helps to maintain a connection to community history, and it helps to maintain community identity in times of high growth. This special area is home to Glen Echo, built around 1820, which is a two-story, three-bay brick residence that was placed on the National Register of Historic Places in 1975. The 55-acre property surrounding the home is currently owned by Battle Ground Academy, which also owns the historic residence. The home is located on Spencer Creek Road.

Land Use

1. Existing uses are predominantly agricultural and detached residential. New development shall be consistent with this predominant use.
2. Civic and Institutional uses, such as but not limited to schools and churches, currently exist and are appropriate along Ernest Rice Lane.
3. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. This area should follow standards for the Rural Design Concept with either large lot development or a Conservation Subdivision District.
2. There are many areas that are environmentally sensitive, which have been assigned the Conservation Design Concept.
3. Development fronting on Berrys Chapel Road shall be on lot sizes comparable to those that currently exist along the road.
4. New development should have the maximum gross density based upon the prevailing density of the developed subdivision of Deerfield, Echo Estates and Echo Glenn Subdivision.
5. The maximum density requires large lot development, with one or more acres per dwelling unit.
6. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

Connectivity

1. The Major Thoroughfare Plan identifies the realignment of South Berrys Chapel Road to intersect with Mallory Station Road at Franklin Road.

CHARACTER AREAS

2. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites.
3. New subdivisions should provide street connections in all directions and should be designed to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic through the system, reducing the volume on major corridors. It increases accessibility and can reduce vehicle miles traveled and average trip length.

Open Space

1. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as hilltops and hillsides but also parks, private open-space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all private open space and cemeteries should be considered under the Conservation Design Concept, regardless of size.
2. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
3. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
4. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
5. Open space shall be oriented toward preserving hillsides and hilltops.

SPECIAL AREA 2

Character

1. The protection of environmental features is important to this area's unique character. Of particular importance in this area are hillsides and hilltops, established clusters of trees, specimen trees and fencerows. These features should be protected.

Land Use

1. Existing uses are predominantly agricultural and detached residential. New development shall be consistent with these uses, or those outlined in the development form below.
2. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. This area should follow standards for the Rural Design Concept.
2. There are many areas that are environmentally sensitive, which have been assigned the Conservation Design Concept.
3. New development should be limited to the valleys and preserve the rural character of the area. Hamlets that allow for clustered development are appropriate. Mixed use within such developments would allow for Civic/Institutional, Attached and Detached Residential, and Neighborhood Retail.

CHARACTER AREAS

4. Civic and Institutional buildings may be appropriate in places other than Hamlets if designed in campus settings keeping with the character of the area.

Connectivity

1. Corridor setbacks shall be a minimum of 150 feet. There shall not be parallel drives within the setback. A viewshed study shall be submitted by the applicant with any request to modify the minimum 150 feet. The purpose of this shall be to achieve optimal placement of clustered development in each quadrant to preserve the scenic viewshed and important natural features.
2. The Major Thoroughfare Plan identifies the widening of Lynnwood Way from 2 to 4 lanes between Franklin Road and North Berrys Chapel as a long range project with a proposed completion by 2035.
3. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites.
4. New development should provide street connections in all directions and should be designed to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic thereby reducing the volume on major corridors and easing congestion. Additionally, more local street connections increases accessibility and can reduce vehicle miles traveled and average trip length.

Open Space

1. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as hilltops and hillsides but also parks, private open space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all private open space and cemeteries should be considered under the Conservation Design Concept, regardless of size.
2. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
3. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
4. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
5. Open space shall be oriented toward preserving hillsides, hilltops, floodways and floodway fringe.

SPECIAL AREA 3

Character

1. This area is largely built out and typically includes detached and attached residential uses.
2. The protection of environmental features is important to this area's unique character, and special consideration should be made for floodplain and other conservation areas when developments are proposed.

CHARACTER AREAS

Land Use

1. Existing uses are predominantly detached and attached residential. New development shall be consistent with these uses.
2. There are currently limited Civic and Institutional uses sprinkled throughout this special area. Additional Civic and Institutional uses along Franklin Road are appropriate so long as the site design, traffic implications, and utility availability are adequately addressed.
3. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. This area should follow standards for the Conventional/Suburban Design Concept. There are also many areas that are environmentally sensitive which have been assigned the Conservation Design Concept.
2. Setbacks for new buildings on property fronting on Franklin Road shall be based on the average building setback between Country Road to the north and Berrys Chapel Road to the south in order to preserve the Rural Character of this corridor.

Connectivity

1. The Major Thoroughfare Plan identifies roadway improvements to widen Mallory Station Road between Franklin Road and Seaboard Lane and realign the intersection of South Berrys Chapel Road and Franklin Road to intersect with Mallory Station Road. In addition, the plan identifies the expansion of Franklin Road from 2 to 4 lanes between Mack Hatcher Parkway and Moores Lane in its short range projects.
2. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Franklin Road.
3. New subdivisions should provide street connections in all directions and should be planned to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic thereby reducing the volume on major corridors and easing congestion. Additionally, more local street connections increases accessibility and can reduce vehicle miles traveled and average trip length.

Open Space

1. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as hillsides but also private open-space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all private open space and cemeteries should be considered under the Conservation Design Concept, regardless of size.
2. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
3. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
4. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.

CHARACTER AREAS

SPECIAL AREA 4

Character

1. This area is comprised of mixed-use centers that include commercial, attached residential and institutional. Future development of the area will be likened to the established design concept.
2. The protection of environmental features is important to this area's unique community character. Of particular importance in this area are hillsides and hilltops. These features should be protected.

Land Use

1. Existing uses are predominantly high density, mixed use development, consisting of Attached and Detached Residential, Institutional, Neighborhood, and Local Retail and Office uses.

Development Form

1. This area should follow standards for the Mixed Use Design Concept.
2. There are also many areas that are environmentally sensitive slopes which have been assigned the Conservation Design Concept.
3. The main portion of development in this area will occur on the west side of Franklin Road. The east side of Franklin Road offers less development opportunities due to steep slopes and floodway and floodway fringe overlays, but development adjacent to Franklin Road shall mirror the character of new development on the west side.
4. Development shall occur pursuant to a Master Plan. The Master Plan shall provide for a transition of land-use intensity south along Franklin Road to match the Rural Residential character of Franklin Road to the south.

Connectivity

1. Community gateways should be identified and improved. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts. The Major Thoroughfare Plan identifies the expansion of Franklin Road from 2 to 4 lanes between Mack Hatcher Parkway and Moores Lane in its short range projects. In addition, development driven connectivity is planned for the parcels of Clearview Baptist Church and the area surrounding Gateway Village.
2. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for multi-use paths and bike lanes along Franklin Road.
3. This area shall include a carefully designed mix of uses that encourages a pedestrian-friendly environment.
4. Commercial uses in this area will be dependent upon vehicular traffic, the density of which will prompt any necessary provisions for efficient and controlled access and traffic circulation.

CHARACTER AREAS

Open Space

1. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as floodplain but also private open space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all parks, private open space and cemeteries, regardless of size, are considered to be conservation areas and should be protected.
2. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
3. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
4. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.

SPECIAL AREA 5

Character

1. The character of this area is largely developed, and is comprised of detached residential, ranging from smaller lot sizes to larger lots with areas of significant open space.
2. The protection of environmental features is important to this area's unique character, and special consideration should be made for floodplain and other conservation areas when developments are proposed.

Land Use

1. Existing uses is predominantly Attached and Detached Residential. Additional similar uses are appropriate.
2. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. This area should follow standards for the Conventional/Suburban Design Concept. There are also many areas that are environmentally sensitive which have been assigned the Conservation Design Concept.

Connectivity

1. Community gateways should be identified and improved. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts. The Major Thoroughfare Plan does not identify any roadway enhancements or construction in its long range plans.

CHARACTER AREAS

2. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Hillsboro Road.

Open Space

1. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
2. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain the land-use character of the area.
3. Areas like Monticello Subdivision create an appealing open space area which should be preserved.

SPECIAL AREA 6

Character

1. This area is currently comprised of Civic/Institutional and Commercial uses as well as vacant properties that may receive development pressures in the future due to extension of Mack Hatcher Parkway.
2. The protection of environmental features is important to this area's unique character, as much of this area is constrained by floodplain.

Land Use

1. Existing uses are predominantly Civic/Institutional Uses, Office and Neighborhood Retail and Commercial. Additional similar uses are appropriate. If adequate infrastructure is available, Neighborhood Retail, Civic/Institutional Uses, Professional Offices and Attached Residential may be appropriate. If these uses are proposed, a master plan is encouraged.
2. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. This area should follow standards for the Activity Center Design Concept.

Connectivity

1. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts. The Major Thoroughfare Plan does not identify any roadway enhancements or construction in its long range plans.
2. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Hillsboro Road.
3. The Williamson County Recreation Center provides a public access point to the Harpeth River and its blueways, which promote recreation, education, and preservation of the Harpeth River.

CHARACTER AREAS

Open Space

1. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
2. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain the land-use character of the area.

SPECIAL AREA 7

Character

1. Franklin Road in this area is considered to be the last rural gateway into Central Franklin. This area is unique and has tremendous scenic value to the community. As such, it will remain a prominent and important gateway and corridor into Central Franklin.
3. Substantial areas of open space exist. Future land uses will be carefully developed to respect the rural character of the area.

Land Use

1. Established land uses include homesteads, farmsteads and large estate single family residential uses. Future development will be limited and may include clustered residential and institutional uses that maintain substantial areas of open space and preserve rural viewsheds.
2. Clustered development and open space conservation of surrounding areas shall be encouraged (FRSAP).
3. Appropriate uses include detached and attached residential. Commercial uses shall not be considered (FRSAP).
4. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. The area should follow standards for the Rural Design Concept, unless the clustering option is employed. In the use of clustering, the traditional standards would be appropriate for the developed portion of the project.
2. Recommendations originally identified in the Franklin Road Small Area Plan, included herein, shall be applied to the area.
3. Building scale should be limited to 1-2 stories with an exception for civic and institutional buildings, which are subject to the PUD review process during which an alternative maximum height may be established.
4. Civic and institutional buildings may be appropriate in places other than Hamlets if designed in campus settings keeping with the character of the area.

CHARACTER AREAS

5. Appropriate scale and architecture (FRSAP)
 - a. Attached Residential may be appropriate if it has the massing and scale of Detached Residential, such as the “Big House” or “Farmstead Compound” concept, which would have multiple town house or flat units but resembles detached residential.
 - b. Architectural sensitivity for new development shall be held in the utmost regard. The style and architecture shall draw from the surrounding area and historically significant buildings. Some of the historic dwellings in the area were built in the early 19th century and possess Federal and/or Greek Revival architecture.

Connectivity

1. The Major Thoroughfare Plan identifies the expansion of Franklin Road from 2 to 4 lanes between Mack Hatcher Parkway and Moores Lane in its short range projects. In addition, the Mallory Station Road intersection is set to be realigned with South Berrys Chapel Road at Franklin Road by 2025.
2. Coordination with TDOT is needed in the design and construction of proposed intersections with Mack Hatcher Memorial Parkway. Also, construction with TDOT is needed to ensure that Context Sensitive Design for Mack Hatcher Memorial Parkway is fully implemented for the entire loop.
3. Context Sensitive Solutions (CSS) shall be used for street infrastructure improvements to the Franklin Road/Mack Hatcher Memorial Parkway area in coordination with TDOT and City Streetscape Plans. Alternative options as appropriate shall be taken to avoid widening Franklin Road and the intersection (FRSAP).
4. New local streets shall be rural in character, with swales instead of curbs, informal street-tree plantings and traditional rural elements, such as wood plank fencing and stone walls (FRSAP).
5. The rural, scenic character of Franklin Road and Mack Hatcher Memorial Parkway shall be retained and enhanced. Streetscape improvements to Franklin Road shall be rural in nature, including informal, natural landscaping and traditional rural elements (FRSAP).
6. Corridor setbacks shall be a minimum of 150 feet. There shall not be parallel drives within the setback. A viewshed study shall be submitted by the applicant with any request to modify the minimum 150 feet. The purpose of this shall be to achieve optimal placement of clustered development in each quadrant to preserve the scenic viewshed and important natural features (FRSAP).
7. Orientation of structures shall address the streets with no rear yards between the structures and Mack Hatcher Memorial Parkway and Franklin Road. There shall be an emphasis on viewing open space from Franklin Road and Mack Hatcher Memorial Parkway, as opposed to structures (FRSAP).
8. Pedestrian crossings at the Franklin Road/Mack Hatcher Memorial Parkway intersection should be further studied. The pedestrian crossing shall emphasize safety for all modes of travel (FRSAP).
9. A pedestrian crossing of Franklin Road is an important connection that needs to be established. Appropriate field placement of this connection should be studied, and it may result in a pedestrian tunnel or an at-grade crossing (FRSAP).

CHARACTER AREAS

10. Trail interconnectivity should be promoted in the plan area using current and future planned trails, together with trails along the Harpeth River (FRSAP).
11. It shall be the policy of the city to create an outstanding, award winning greenway system and wildlife corridor in this area that serves to connect Aspen Grove Park to Harlinsdale Park to Bicentennial Park and downtown Franklin. This system shall include a pedestrian trail along Spencer Creek through this area (FRSAP).
12. Development shall be coordinated with appropriate improvements to infrastructure and public facilities and provided in a timely manner relative to the growth the facilities are intended to serve (FRSAP).

Open Space

1. Open space should predominate the landscape. Significant areas of open space should be located along Franklin Road, hillsides, and hillslopes. Of significant interest is the Meadows Farm on the West of Franklin Road, and Jackson Lake and Legends Club on the East.
2. An emphasis shall be placed on preserving significant amounts of open space south of Mack Hatcher Memorial Parkway (FRSAP).
3. Land conservation and viewshed preservation need to be sensitive to maintaining existing land-development rights (FRSAP).
4. There shall be a restriction on over-lot grading techniques that dramatically alter site vegetation and topography. Development shall use the natural, existing topography and minimize grading to the maximum extent practicable (FRSAP).



*Rural viewshed along
Franklin Road*



*Detached residential conservation
subdivision,
Athens-Clarke County, GA*



*Big House concept,
New Town of St. Charles, IL*



*Farmland Compound concept,
Steve Bell rendering*

CHARACTER AREAS

SPECIAL AREA 8

Character

1. This area currently comprised of residential, civic/institutional, neighborhood retail, and commercial uses.

Land Use

1. Existing uses are predominantly Neighborhood Retail and Commercial, although Civic/Institutional Uses and Attached Residential are part of the Activity Center Concept as well. Additional similar uses are appropriate. If these uses are proposed, a master plan is encouraged.
2. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

1. This area should follow standards for the Activity Center Design Concept.
2. Associated uses are limited to those identified in the section above.

Connectivity

1. The Major Thoroughfare Plan does not identify any roadway enhancements or construction in its long range plans.
2. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Hillsboro Road.

Open Space

1. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
2. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain the land-use character of the area.

CHARACTER AREAS

FRANKLIN ROAD SMALL AREA PLAN

The Franklin Land Use Plan and the Central Franklin Area Plan were adopted in February and May 2004, respectively. Both plans called for further study of the Franklin Road/Mack Hatcher Parkway intersection area because of its importance as a gateway into downtown Franklin, its exemplary scenic quality and rural character along Franklin Road, and the historical significance of surrounding key parcels, such as Harlinsdale Park and Ropers Knob and National Register properties located in the plan area.

The Franklin Road Small Area Plan (SAP) was drafted by the Franklin Municipal Planning Commission (FMPC) with valuable input from the community. Four special meetings, including a mobile workshop, were held over a period of five months. The SAP was adopted on June 22, 2006. The SAP specifies the future land uses and land use character for the area, identifies targeted development standards to preserve the scenic quality of key parcels, and provides the framework to develop the area in an environmentally sensitive way.

FRANKLIN MUNICIPAL PLANNING COMMISSION

Mike Hathaway, Chair
Carol Croop
Scott Harrison
Roger Lindsey
Alma McLemore
Mayor Tom Miller
Ann Petersen
Dennis Phillips
Fred Reynolds
Chris Ude

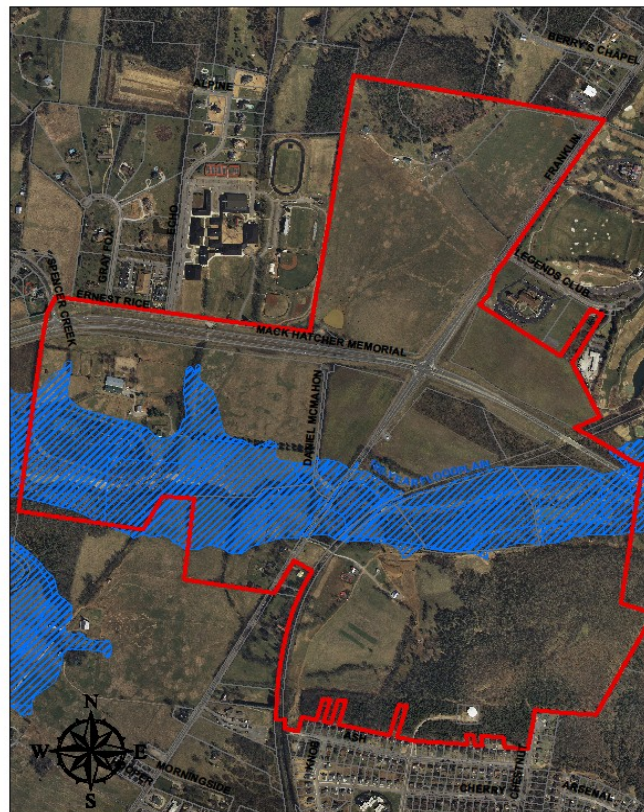
CHARACTER AREAS

EXISTING CONDITIONS

As part of the study process, existing conditions and pressing issues were identified by the FMPC, citizens, and property owners.

The following list outlines some of the major issues:

1. The area is unique and has tremendous scenic value to the community.
2. The land around the intersection is highly visible due to topography rises and elevation changes.
3. Most of the structures have significant setbacks from Franklin Road.
4. Downtown Franklin is a “charming” and economically viable city center with rural uses along Franklin Road as it transitions into the traditional town.
5. Existing street infrastructure is inadequate, and the Franklin Road/Mack Hatcher Parkway intersection is dangerous.
6. Pedestrians and bicyclists do not have a safe passage across the wide expanse of asphalt, which disconnects Central Franklin from the surrounding neighborhoods north of Mack Hatcher Parkway.
7. Private property rights should be considered alongside community desires for viewshed and corridor preservation.



***FRANKLIN ROAD SMALL
AREA BOUNDARIES***

CHARACTER AREAS

GENERAL RECOMMENDATIONS

The following principles will guide City decision-making within the Franklin Road and Mack Hatcher Parkway area:



*Detached Residential Conservation Subdivision
Assabet, MA*



*Detached Residential Conservation Subdivision,
Athens-Clarke County, GA*

Desired Land Uses and Design Parameters

1. Land use character
 - A) Appropriate uses include Detached and Attached Residential.
 - B) Commercial uses shall not be considered.
 - C) Clustered development and open space conservation of surrounding areas shall be encouraged.
 - D) Trail interconnectivity should be promoted in the plan area using current and future planned trails, together with trails along the Harpeth River.



*Big House Concept, New Town of St.
Charles, IL*



*Farmstead Compound Concept,
Steve Bell Rendering*



Big House Concept, San Francisco

2. Appropriate scale and architecture
 - A) Attached Residential may be appropriate if it has the massing and scale of Detached Residential, such as the “Big House” or “Farmstead Compound” concept, which would have multiple town house or flat units but resembles Detached Residential.
 - B) Architectural sensitivity for new development shall be held in the utmost regard. The style and architecture shall draw from the surrounding area and historically significant buildings. Some of the historic dwellings in the area were built in the early 19th century and possess Federal and/or Greek Revival architecture. See the photos on the next page.

CHARACTER AREAS



*Gruider House,
National Register Eligible Property*



*Thomas Shute House, "Creeside",
National Register Property*



*Wyatt Hall,
National Register Property*



*Daniel McMahan House,
National Register Property*

CHARACTER AREAS

Street Corridor Character

1. Context Sensitive Solutions (CSS) shall be used for street infrastructure improvements to the Franklin Road/Mack Hatcher Parkway area in coordination with TDOT and City Streetscape Plans. Alternative options as appropriate shall be taken to avoid widening Franklin Road and the intersection.
2. New local streets shall be rural in character, with swales instead of curbs, informal street-tree plantings and traditional rural elements, such as wood-plank fencing and stone walls.
3. The rural, scenic character of Franklin Road and Mack Hatcher Parkway shall be retained and enhanced. Streetscape improvements to Franklin Road shall be rural in nature, including informal, natural landscaping and traditional rural elements.
4. Corridor setbacks shall be a minimum of 150 feet. There shall not be parallel drives within the setback. A viewshed study shall be submitted by the applicant with any request to modify the minimum 150 feet. The purpose of this shall be to achieve optimal placement of clustered development in each quadrant to preserve the scenic viewshed and important natural features.
5. Orientation of structures shall address the streets with no rear yards between the structures and Mack Hatcher Parkway and Franklin Road. There shall be an emphasis on viewing open space from Franklin Road and Mack Hatcher Parkway, as opposed to structures.

Vehicular Circulation and Access

1. Legends Club Lane shall be the only vehicular access on Franklin Road for future development in the northeast quadrant of the intersection. If the northwest quadrant develops, then access shall be coordinated to create a four-way intersection with signalization, subject to TDOT approval.
2. Future development in the northwest quadrant shall have a street network that connects to Ernest Rice Lane.
3. A left-turn lane shall be installed for Legends Club Lane in conjunction with development in the northeast quadrant, subject to TDOT approval.
4. Daniel McMahon Lane shall be the closest access on Franklin Road from Mack Hatcher Parkway in the southwest quadrant, but may be relocated due to environmental constraints. Access to the southeast quadrant should be studied further to ensure appropriate field placement due to topography and floodplain constraints.
5. Extension of Spencer Creek Road into the southwest quadrant shall be encouraged, in conjunction with TDOT approval.

Pedestrian Circulation and Access

1. Pedestrian crossings at the Franklin Road/Mack Hatcher Parkway intersection should be further studied. The pedestrian crossing shall emphasize safety for all modes of travel.
2. A pedestrian crossing of Franklin Road is an important connection that needs to be established. Appropriate field placement of this connection should be studied, and it may result in a pedestrian tunnel or an at-grade crossing.

CHARACTER AREAS



Franklin Road Corridor



Harlinsdale Farm

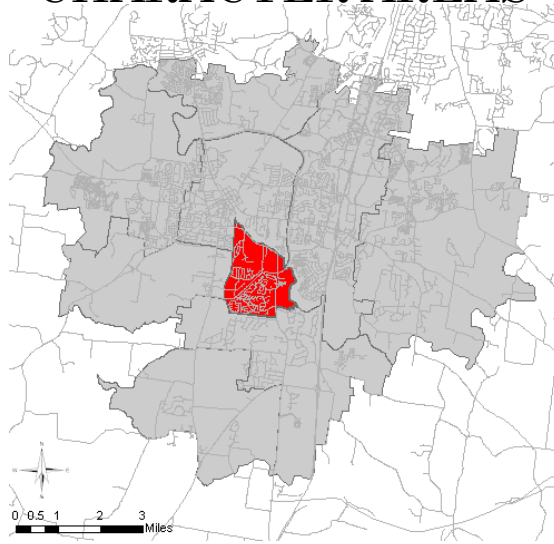
Open Space and Protection of Natural Features

1. It shall be the policy of the City to create an outstanding, award-winning greenway system and wildlife corridor in this area that serves to connect Aspen Grove Park to Harlinsdale Park to Bicentennial Park and downtown Franklin. This system shall include a pedestrian trail along Spencer Creek through this area.
2. An emphasis shall be placed on preserving significant amounts of open space south of Mack Hatcher Parkway.
3. Harlinsdale Park should be expanded if opportunities arise.
4. Land conservation and viewshed preservation need to be sensitive to maintaining existing land-development rights.
5. There shall be a restriction on over-lot grading techniques that dramatically alter site vegetation and topography. Development shall use the natural, existing topography and minimize grading to the maximum extent practicable.

Public Facilities and Service Delivery

1. Development shall be coordinated with appropriate improvements to infrastructure and public facilities and provided in a timely manner relative to the growth the facilities are intended to serve.

CHARACTER AREAS



CARNTON

PLANNING BACKGROUND

The Carnton Character Area is the smallest of the Character Areas with less than 1,590 acres. The area is centrally located just south of the Central Franklin Character Area, west of the McEwen Character Area, north of the Goose Creek Character Area and east of the Southall Character Area. Lewisburg Avenue and Mack Hatcher Parkway are the major corridors in the Carnton Area. The area is approximately fifty percent residential by land area, with a mix of industrial, office and public and private recreation areas. A significant portion of the area is located in the floodplain of the Harpeth River. The residential development has mostly a suburban pattern, with a range of densities from under one unit per acre to over twelve units per acre.

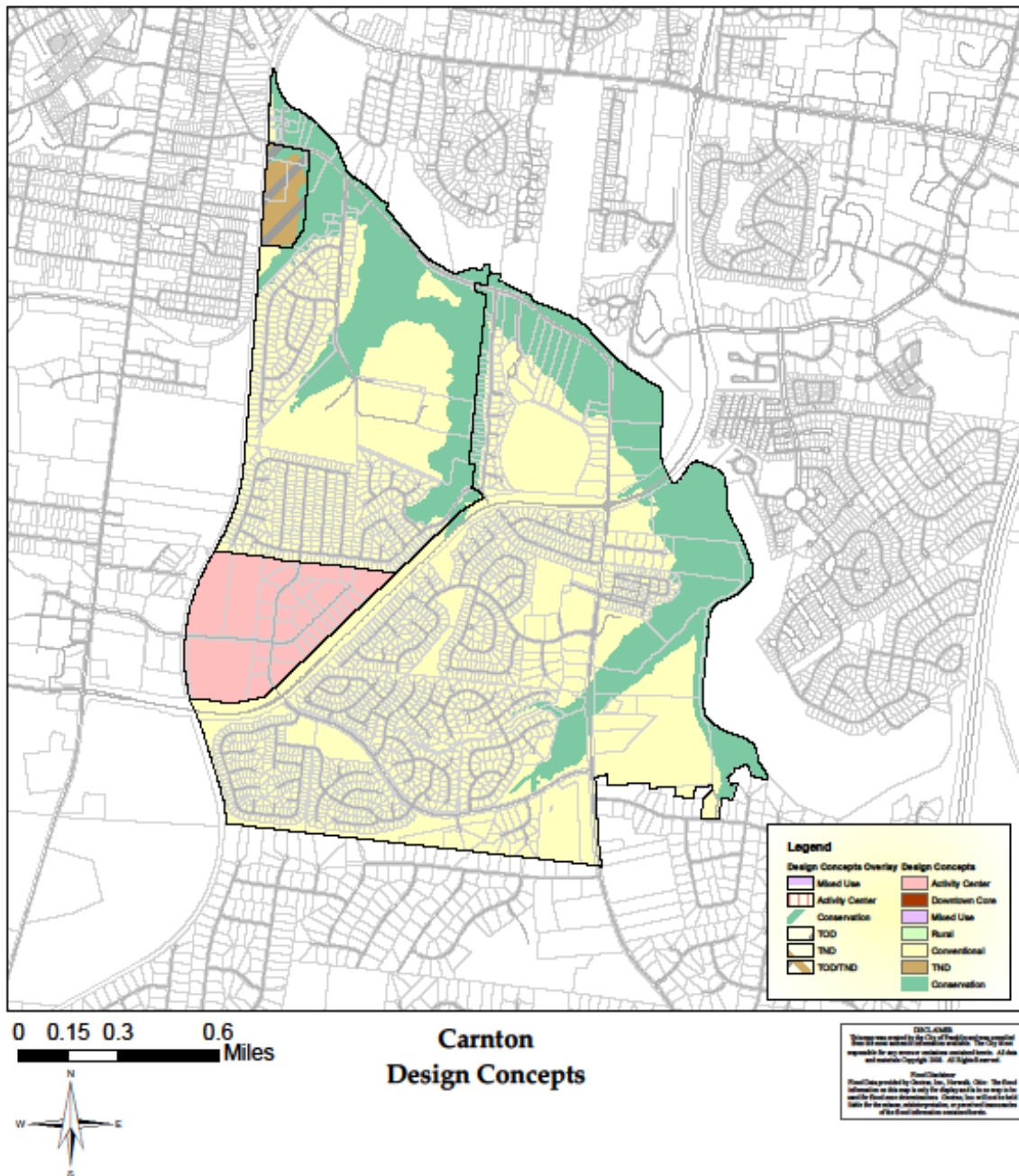
Residential growth has been active for the last four to five years, and nonresidential growth has shown an increase in the last three years. There are approximately 290 acres of vacant land with potential for development. Residential development has occurred at a moderate density, but higher density would be appropriate to take advantage of available infrastructure.

Most of the subdivisions in the area are not connected to surrounding areas, and some of the subdivisions do not have sidewalks.

The north-central portion of the area is constrained by floodplain. This area is currently maintained as open space and is valuable as such, and it could be used as a connection to parks and to Central Franklin. The wetland areas in Sullivan Farms should also be protected.

The Carnton Plantation is a National Historic Landmark and should be protected.

CHARACTER AREAS



[illegible]

CHARACTER AREAS

VISION

The Carnton Character Area is an established community that seeks to preserve its neighborhoods, historical significance and natural environment. In twenty years, the area will be a community united by a safe and effective multi-modal transportation network that connects significant destinations and areas of open space, while protecting natural and environmentally sensitive areas.

SPECIAL AREA 1

1. The character of this area is largely committed to a residential pattern, and new development shall reflect a similar character and density.
2. Uses shall be limited to Detached Residential.

SPECIAL AREA 2

1. A mixture of Detached and Attached Residential units is appropriate.
2. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.
3. No Attached Residential units shall front Lewisburg Avenue.
4. The density of Residential uses shall provide a transition to the larger lots in the Gardner Drive Subdivision.

SPECIAL AREA 3

1. Land uses should be limited to Light Industrial, Local Retail, Institutional and Office.

SPECIAL AREA 4

1. Appropriate land uses include Attached Residential units with a limited amount of Detached Residential units at the perimeter to provide a transition to surrounding land uses.
2. This area has long-term potential for a transit station and TOD if mass transit becomes a reality.

CHARACTER AREAS

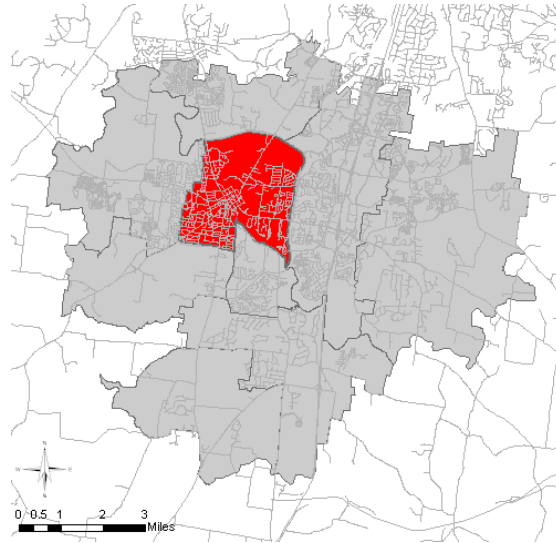
CENTRAL FRANKLIN AREA PLAN

Many individuals contributed to the update to the Central Franklin Area Plan. Numerous stakeholders were assembled for group interviews. The Stakeholders included citizens and business owners as well as representatives of city departments, institutions, public agencies, and non-profit organizations. They represented a variety of interests including housing, real estate, economic and community development, religious and educational institutions, historic preservation, public safety, recreational and environmental resources, public works and transportation. Citizens and community leaders participated in multiple workshops held during the planning process. These groups and individuals are gratefully acknowledged for their invaluable contributions through their participation in the planning process.

A Steering Committee was appointed to help guide the plan update. Below is a list of Steering Committee members, who dedicated substantial time and effort in the update to the Central Franklin Area Plan.

Ernie Bacon (Downtown Neighborhood Association)
Dan Boone (Citizen)
Pearl Bransford (At-Large Alderman)
Jay Franks (Developer)
Greg Gamble (Planning Commissioner)
Jimmy Granbery (H.G. Hill Realty Company)
Scott Harrison (Planning Commissioner)
Dan Klatt (4th Ward Alderman)
Pam Lewis (Affordable Housing Task Force)
Betty Dale Mullins (Citizen)
Mary Pearce (Historic Zoning Commission)
Ann Petersen (At-Large Alderman and Planning Commissioner)
Michael Skinner (3rd Ward Alderman)
Nancy Williams (Downtown Franklin Association)

CHARACTER AREAS

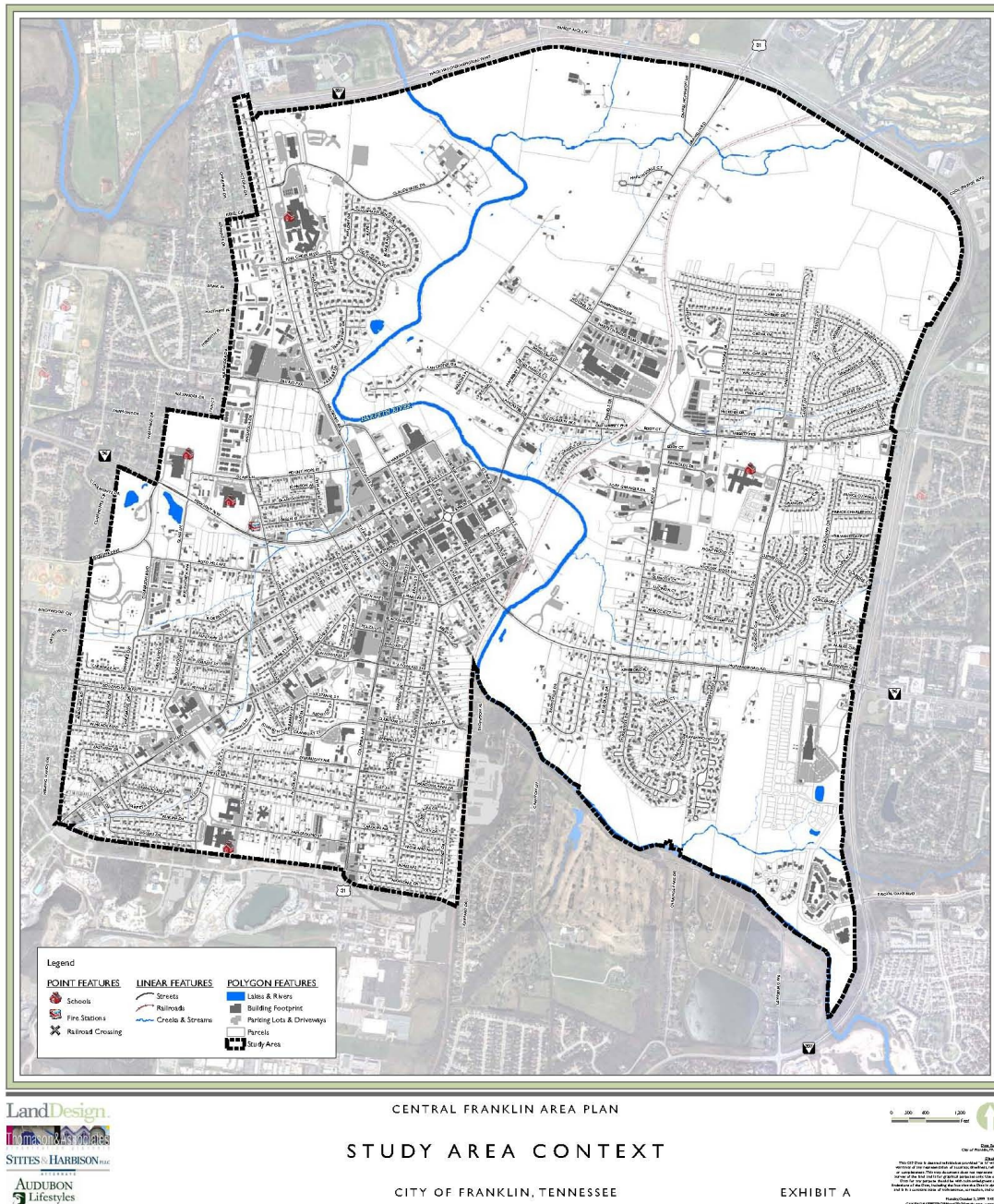


PLANNING BACKGROUND

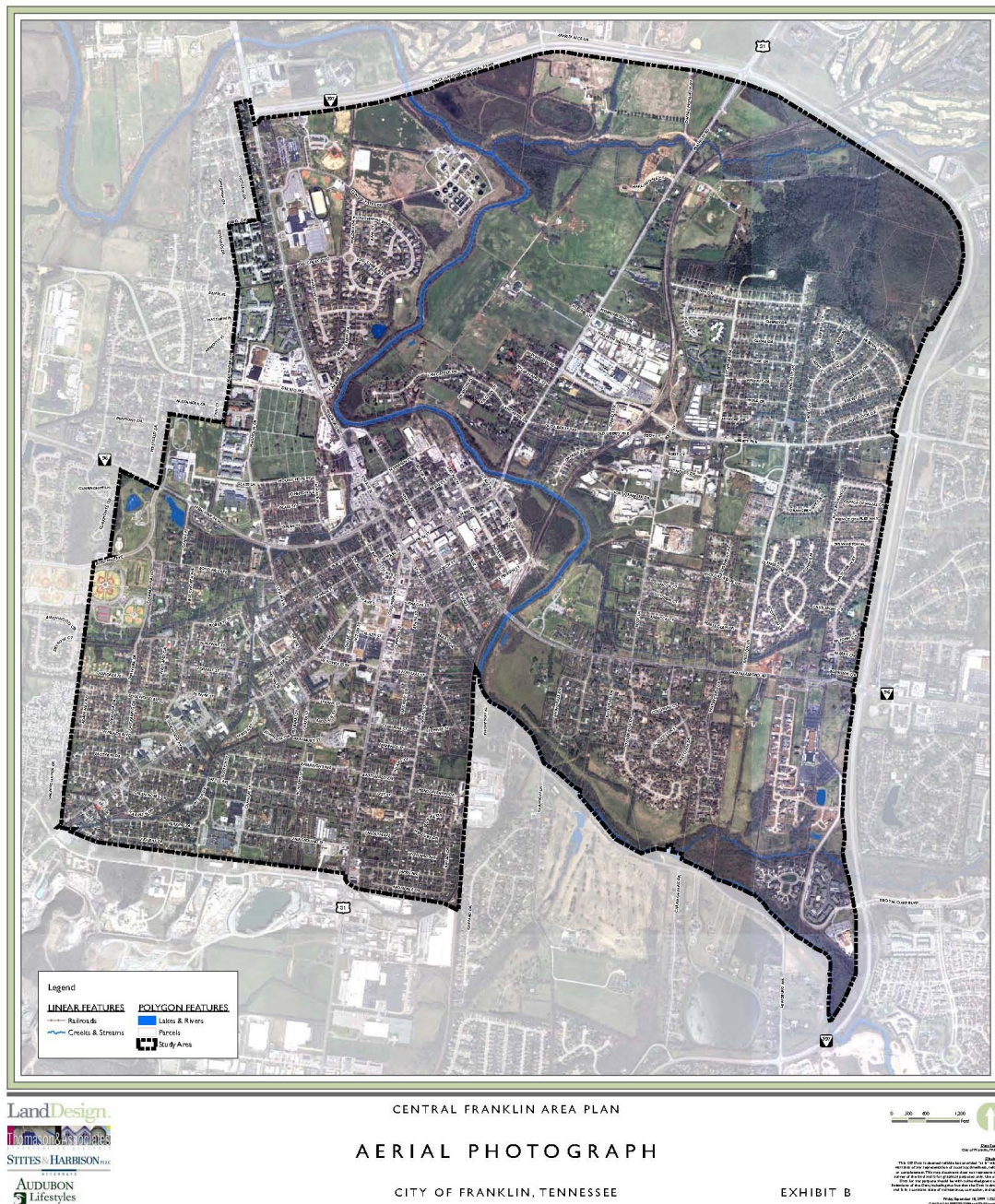
The Central Franklin Character Area is approximately 4,000 acres and is centrally located in Franklin. The historic downtown core and surrounding historic traditional residential neighborhoods and well as more conventional neighborhoods are contained within the area. Mack Hatcher Memorial Parkway represents the northern and eastern boundary. The southern boundary includes Lewisburg Avenue, the existing CSX railroad and Downs Boulevard. The western boundary runs in a north-south direction and adjoins the eastern edge of the West Harpeth Character Area. During the planning process, a portion of the West Harpeth Character Area was added to the Central Franklin Character Area. This included the properties that front Hillsboro Road just south of Mack Hatcher Memorial Parkway. Refer to Exhibit A - Study Area Context and Exhibit B – Aerial Photograph.

The area contains a wide mix of land uses. The predominant use is residential; however, commercial retail, institutional, office and limited industrial areas are mixed in the area. The most diverse area is the historic downtown core which contains uses of all categories. Refer to Exhibit C – Existing Land Use. Six roadway corridors extend outward from the downtown core area into surrounding areas of Franklin. These include Columbia Avenue, West Main Street, New Highway 96 West, Hillsboro Road, Murfreesboro Road and Lewisburg Avenue. Liberty Pike and Mack Hatcher Memorial Parkway also serve an important role in mobility for the area along with the local street network.

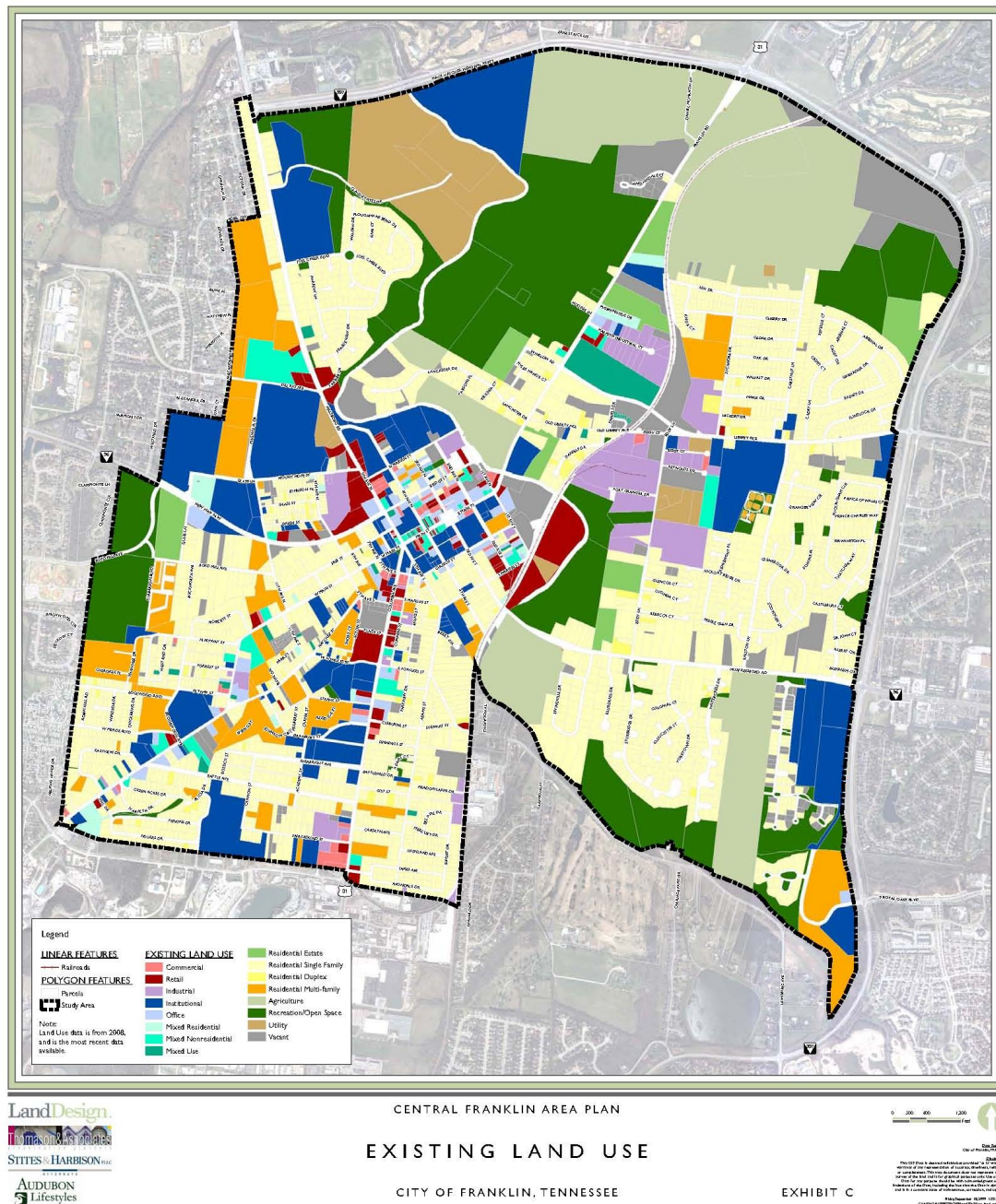
CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS

VISION

The Central Franklin Character Area will continue to function as the central core having a unique quality that capitalizes on the history of the area and the diversity of the land uses. The area's small-town identity will be preserved by making attention to massing and scale a priority. Neighborhoods and existing residential uses will be protected by providing a consistent appearance and quality within and outside the Historic Preservation Overlay. This will include reinforcing adopted historic guidelines as well as other long range plans and programs to better achieve the goals for Central Franklin. Efforts to protect and enhance Central Franklin's historic buildings and battlefield will continue.

Compatible infill development is encouraged in the downtown core with attention to context sensitive design, particularly with respect to existing residential uses and structures. Significant civic institutions, such as City Hall, will be located in the downtown core. The area will include a diversity of housing choices, including mixed income housing. Housing options are to be expanded in Central Franklin, including accessory units in identified areas. Preserving the unique identity of historically significant neighborhoods, such as the Natchez community, will be important.

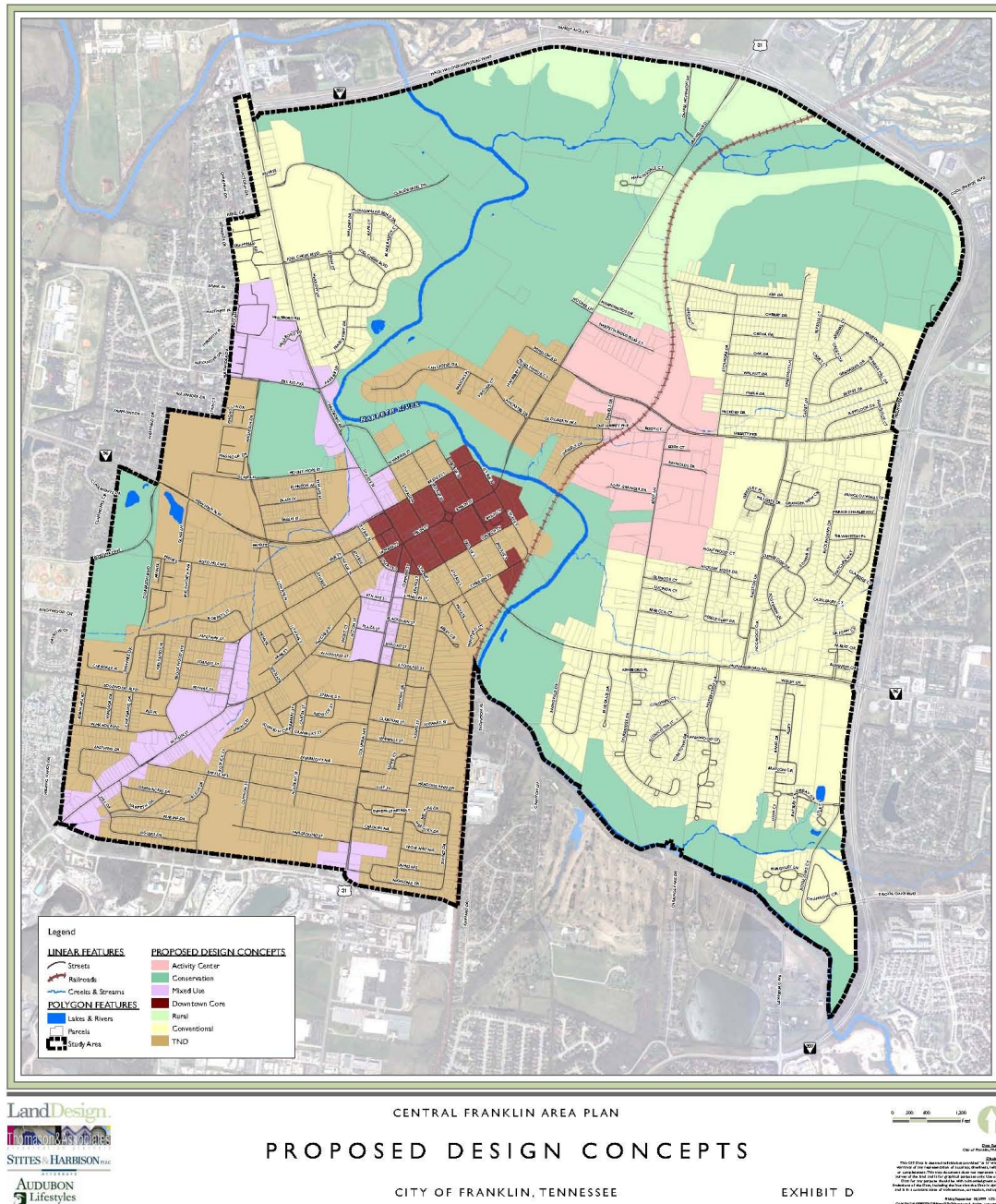
In order to reinforce the unique character of the area, Central Franklin's gateways and corridors are to be improved or protected. A series of connected and enhanced corridors will improve community aesthetics as well as functional efficiency, multiple travel options, environmental preservation, and adequate access for public safety vehicles.

Adequate parking for development in Central Franklin will be provided with new development. This is needed to support existing and future development and minimize any impacts to established neighborhoods.

Adequate infrastructure to serve existing and future development within Central Franklin is to be provided. This includes improvements to the transportation system and utility infrastructure in the area. Utility infrastructure is aging and is in need of significant upgrades to meet current standards for fire protection and stormwater and water quality management.

An open space network is needed to connect neighborhoods as well as mixed use, office and commercial developments to parks, schools, historic sites and other neighborhoods. The role of the Harpeth River should be enhanced in Central Franklin, integrating this important natural amenity with the surrounding area through efforts to reclaim the riverfront by providing public access—physical and visual—to the river.

CHARACTER AREAS



CHARACTER AREAS

DESIGN CONCEPTS

This updated CFAP follows the basic design approaches established in the FLUP. All but one of the Design Concepts, Downtown Core, is consistent with those Design Concepts that are further described in the FLUP. Below is a more in depth description of the recommended Design Concepts for Central Franklin. Specific guidance about areas in Central Franklin is found in a later section, Special Areas.

Downtown Core

The Downtown Core Design Concept encompasses the established historic, mixed-use downtown core. It includes the eight blocks surrounding the historic square on Main Street extending to the Harpeth River. Also included are the Five Points area, where three major roadways converge, and other areas that continue the fabric of the core. A small commercial node at the northeast corner of 2nd Ave and Margin Street, extending south of Margin Street at the location of the existing railroad depot, is included.

The Downtown Core Design Concept will retain the diverse mix of land uses in the future while fostering redevelopment. This will support the important function of the downtown core as the heart of Franklin.



Main Street commercial district



The Factory at Franklin

Activity Center

The Activity Center Design Concept applies to the area along Liberty Pike, east of Franklin Road and along Eddy Lane. The Activity Center Design Concept will promote new development and redevelopment having a mixture of land uses common to Activity Centers described in the FLUP.

CHARACTER AREAS



Example of mixed use commercial corridor, Hillsboro Village in Nashville



Single family residence in traditional neighborhood



Single family residences in conventional neighborhood

Mixed Use

The Mixed Use Design Concept would apply to three areas within Central Franklin. The first area consists of the site located at the intersection of Hillsboro Road and Del Rio Pike. The Mixed Use Design Concept is also applied to two principal, established mixed use commercial corridors, Columbia Avenue and West Main Street, with distinctly different character. Both areas are considered important gateways and corridors into Central Franklin.

TND

The Traditional Neighborhood Development (TND) Design Concept would apply to that significant portion of Central Franklin that is established with a traditional development pattern, generally found to the south and west of the downtown core. The TND Design Concept is also applied to a small area along both sides of Franklin Road (including Myles Manor) and along Old Liberty Pike, north of the downtown core across the Harpeth River. The predominant land use includes residential neighborhoods. Examples include the historic Hard Bargain and Natchez neighborhoods.

Conventional

The Conventional Design Concept is applied to areas within Central Franklin to the north and east of the downtown core that have been developed more recently, and consist of predominantly residential neighborhoods with a conventional pattern. The Hillsboro Road and Murfreesboro Road areas consist of established, detached residential subdivisions with units on larger lots. A limited amount of attached residential, civic and institutional uses are also present. The Liberty Pike area includes established residential development on smaller lots, and existing commercial uses oriented to Liberty Pike.

CHARACTER AREAS



Franklin Road



Franklin Road



Harlinsdale Farm Park

Rural

The area along Franklin Road to which the Rural Design Concept would apply is considered to be the last rural gateway into Central Franklin. Established land uses include homesteads, farmsteads and large estate residential uses. Future land uses will be carefully developed to respect the rural character of the area.

Conservation

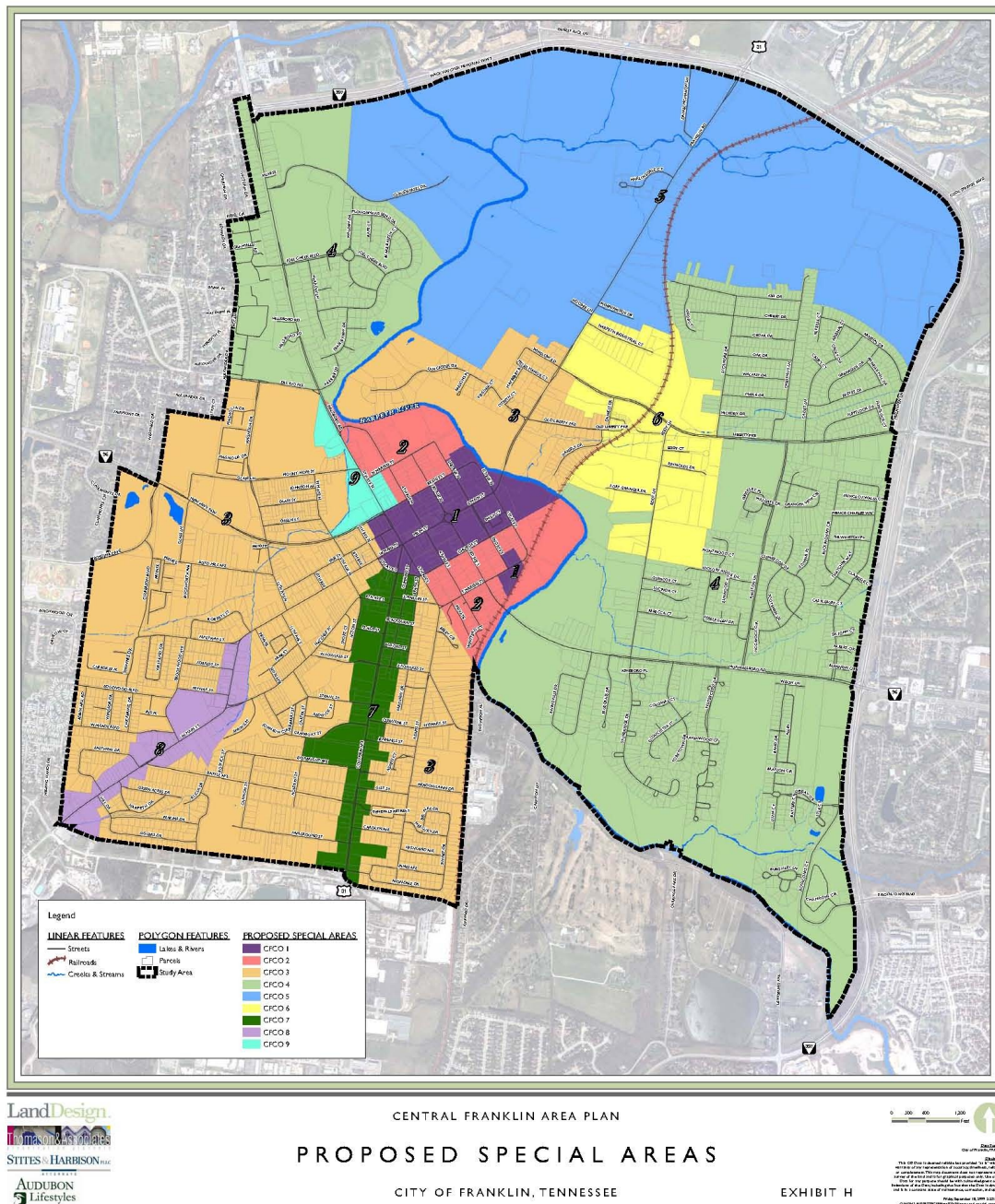
The Conservation Design Concept would apply to areas that are intended to be preserved, such as environmentally sensitive areas. These include the Harpeth River and floodplain, established open space such as hilltop areas (e.g. Ropers Knob), steep slopes, scenic viewsheds, parks and conservation easements. Harlinsdale Farm Park, located within the Conservation Design Concept, was recently opened and is intended to preserve much of the area's rural character well into the future.

Land Use

The following table specifies an appropriate range of future land uses for each recommended Design Concept in Central Franklin.

Central Franklin Area Plan Land Use

Design Concept	Conservation	Private Recreation	Public Parks	Detached Residential	Attached Residential	Transitional Office	Professional Office	Neighborhood Retail	Local Retail	Institutional	Light Industry	Heavy Industry
Downtown Core	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Conventional	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
TND	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Mixed-Use Centers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Rural	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
Conservation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
Activity Centers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		



CHARACTER AREAS

SPECIAL AREAS

According to the FLUP, particular parcels, assemblages of parcels or larger areas are subject to more specific policies and recommendations due to their unique circumstances. These circumstances may require that the policies be more specific to ensure development or redevelopment occurring in subareas, or “special areas”, of Central Franklin is sensitive to those circumstances. Therefore, additional specifications are provided for all Special Areas in each Character Area described in the FLUP.

A Proposed Special Areas map (Exhibit H) for Central Franklin was developed as part of the plan update for consistency and to provide those additional specifications that apply to Central Franklin. Below are specifications for each of the recommended Special Areas that corresponds with the map. These special areas delineated on the map and described below are based on a Special Areas Study conducted early in the planning process. Through this study, the project team was able to examine each place and then group them based on commonalities. The resulting nine special areas are those shown in the Proposed Special Areas map. The ultimate purpose of defining the special areas is to ensure that future infill and redevelopment preserve the defining features that contribute most to Central Franklin’s unique and diverse character. These special areas provide a basis for specific policies that will apply only in those special areas. They also support a regulatory strategy; the special areas to be incorporated into the Central Franklin Character Overlay (CFCO) will set forth standards that are consistent with the specifications noted in this section. These policies and regulations are further reinforced by the updated Historic District Design Guidelines that provide more specific direction for protecting the appearance and character of historic properties within the Historic Preservation Overlay.

For certain sites considered key areas, located within Special Areas, illustrative concepts were prepared. A total of six key area sites within Central Franklin were identified. These illustrative concepts are intended to demonstrate how to achieve the intent of special area guidelines for the site, including desired street relationship of buildings, circulation, integrating open space and other design features such as transitions to surrounding land uses. They are conceptual plans; actual use of individual buildings may vary and locations of building, parking and other site features may change subject to market conditions and the development programs proposed by private developers.

CHARACTER AREAS

SPECIAL AREA 1

Character

1. The area contains the established historic, mixed-use downtown core. The area includes the eight blocks surrounding the historic public square and courthouse on Main Street, but also includes the Five Points area, where three major roadways converge. Also included is a node at the northeast corner of 2nd Ave and Margin Street extending south of Margin Street at the location of the existing railroad depot.
2. The area has a historic commercial character. Commercial, institutional and residential structures at a scale of 2 to 3 stories exist. Buildings have a strong relationship to the street frontage and are scaled to the pedestrian.

Land Use

3. An existing mix of land uses includes commercial, institutional and residential uses. Commercial uses are to be concentrated in this area to promote a vibrant downtown core while protecting the residential character of the surrounding area. Existing civic and institutional uses are encouraged to remain and future civic and institutional uses are encouraged. Significant civic institutions, such as City Hall, should be located in the area. Residential development will consist of attached residential, and accessory dwellings are appropriate in the area.

Development Form

4. The area should follow standards for traditional areas. More dense mixed-use and residential development should be allowed in the area.
5. Buildings may be at a scale up to 3 stories. Four story buildings may be permitted pursuant to a PUD in certain circumstances.
6. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Surface parking areas should be lined with buildings to diminish the appearance of parking from public view.
Structured parking, if provided, must be lined with active ground floor uses. Landscape and/or architectural features should diminish the appearance of parking from public view. Structured parking should be screened from view and should not have a presence along the streetscape. Structured parking may be allowed on the outside of the block if it maintains an active ground floor.

Connectivity

7. The existing interconnected street and sidewalk network will remain, with wider sidewalks provided as new development occurs.

CHARACTER AREAS

Open Space

8. Open space will be minimal given the urban character of this area. Open space exists in certain areas of the downtown core to meet the needs of the area. Urban open space should consist of existing and future publicly-accessible parks and open space (e.g., Bicentennial Park, Harpeth River) and the streetscape. Courtyards and outdoor plaza spaces also provide urban open space within the built environment.
9. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public. The purpose is to provide points for passive recreation, small informal gatherings, environmental education opportunities and scenic vistas.



Brownstones



Historic Public Square



Historic Courthouse



Five Points



Five Points at Main Street

CHARACTER AREAS

SPECIAL AREA 2

Character

1. The area immediately adjacent to the downtown core is primarily established historic, single family residential in use with a traditional development pattern. The historic neighborhood area contains the oldest residential buildings in Franklin. The community desires to maintain the historic residential character and scale. The area is within the Downtown Franklin Local Historic District and is also listed in the National Register of Historic Places. Office uses have slowly encroached into the residential area over time.

Land Use

2. Areas are to be developed with single family residential uses. The residential neighborhood areas should be protected from commercial encroachment, which includes office uses. Areas are to be developed with detached residential uses.
3. Accessory dwellings are appropriate in the area. Civic and institutional uses are considered appropriate uses. New attached residential uses may be permitted in certain areas where it can be demonstrated these uses do not negatively impact the established single family character of the block face (such as along the Harpeth River).

Development Form

4. The area should follow standards for traditional areas. Residential should consist of detached residential housing types.
5. Buildings may be at a scale up to 2 stories. For the northwest portion of the special area, buildings may be up to 3 stories pursuant to a PUD in certain circumstances. PUDs in the southeastern portion of the special area should be at a scale up to 2 stories.
6. Non-residential uses, such as O'More College of Design, should maintain the residential scale of the area in the design and construction of new buildings or the expansion of existing buildings.
7. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Future above grade parking structures may be incorporated into residential development so long as they do not adversely impact the residential character of the area. Large stand alone parking structures that are truly geared toward commercial/office uses are prohibited.

Connectivity

8. The existing interconnected street and sidewalk network will remain. Additional street interconnectivity is needed to create a unified block system similar to the existing street network found in the downtown core. Provide a linkage extending 1st Avenue N to connect with N Margin Street. A second connection will link 3rd Avenue N to 5th Avenue. A system of connected sidewalks should be present.

CHARACTER AREAS

Open Space

9. Bicentennial Park and the Harpeth River provide significant open space for this area. Floodplain regulations represent a constraint to be considered for future development in the area.
10. The Harpeth River is intended to have a public edge that is physically and visually accessible to the public. The purpose is to provide points for passive recreation, small informal gatherings, environmental education opportunities and scenic vistas.



Church Street



Single family in downtown core



Church Street



Street character in downtown core



Street character in downtown core

CHARACTER AREAS

Key Area – 1st Avenue and Main

The site located along 1st Avenue and Main Street is within both Special Areas 1 and 2. Infill and redevelopment is intended that would provide a mix of land uses complementary with adjacent properties in the downtown core.

New uses may consist of commercial, live work and institutional uses. New attached residential uses are permitted. This may include upper floors above commercial. However, the block face of 1st Avenue, between Church Street and S Margin Street, should be limited to detached residential uses to maintain the established single family character of the block face.

Proposed buildings shown in dark grey would maintain established setbacks of existing buildings along the block face. Existing buildings are shown in white/light grey. A distinctive and unique feature of the skyline in this area is the grain silos of the historic Lillie Belle Flour Company. These structures offer potential for truly scenic views of Central Franklin from what could become condominiums, offices, or even a specialty hotel such as Quaker Square in Akron, Ohio.

Buildings would be oriented toward streets. Buildings at a scale up to 3 stories are appropriate north of Church Street (Special Area 1). Four story buildings may be appropriate for buildings east of 2nd Avenue, closer to the Harpeth River (Special Area 1). Entrances to buildings will be located on facades that address the street. Parking, vehicular use areas and service areas (i.e., loading) would be located behind buildings. Development may be supported by surface or structured parking located to the side or rear of buildings.

Church Street would extend east into the site, connecting to an internal street/driveway network providing a system of north-south access parallel to 1st Avenue.

Open space on-site will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use. The site provides a unique opportunity to enhance the role of the Harpeth River in Central Franklin. The plan promotes open space along the Harpeth River that is integrated to the downtown core, while also defining an edge of the downtown core on-site. The low lying area between 1st Ave and the Harpeth River should be preserved as open space. The area should be enhanced with a system of public trails and greenways that provide connections to Bicentennial Park to the north and to Pinkerton Park to the southeast.

CHARACTER AREAS



Key Area - 1st Avenue and Main



Looking south



Looking north



Street level view at 1st Avenue

CHARACTER AREAS

SPECIAL AREA 3

Character

1. This area generally located south and west of the downtown core consists of established traditional residential neighborhoods. Note that a portion of the area is located along both sides of Franklin Road (including Myles Manor) and along Old Liberty Pike, north of the downtown core across the Harpeth River.
2. Many of these established neighborhoods are historically significant. Examples include the Hincheyville, Adams Street, and Lewisburg Avenue Local Historic Districts. The Natchez neighborhood is listed in the National Register of Historic Places. Other neighborhoods, such as Hard Bargain, are historically significant but not designated.
3. Established neighborhoods having a traditional development pattern are important to the character of Central Franklin. The community desires to maintain the established residential character and scale of the area.



Single family residence in traditional neighborhood



Street character in traditional neighborhood

Land Use

4. The predominant uses will include detached and attached residential development, institutional and civic uses. Accessory dwellings are appropriate in the area. In addition to existing commercial uses, limited neighborhood commercial, civic and institutional uses will occur in nodes located at major intersections of collector or arterial streets.

Development Form

5. The area should follow standards for traditional areas. New infill and redevelopment in the area is recommended for TND that respects the character of established traditional development.
6. Buildings may be at a scale of up to 3 stories. Pursuant to a PUD under certain circumstances, buildings may be up to 4 stories. However, buildings at a height of 4 stories are inconsistent with the established character of a majority of the area and should be discouraged.

Connectivity

7. Development will provide an interconnected street network with sidewalks present.
8. Development may be supported by surface or structural parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Future above grade parking structures may be incorporated into residential development so long as they do not adversely impact the residential character of the area. Large stand alone parking structures that are truly geared toward commercial/office uses are prohibited.

Open Space

9. Established civic and institutional sites will contribute to open space in the area.

CHARACTER AREAS

Key Area - Hard Bargain

The original CFAP included a master plan for the historic, African American neighborhood referred to as Hard Bargain, established in 1875 and located west of the downtown core. The updated plan carries forward the Hard Bargain master plan herein.

The building footprints shown in black are existing homes that are expected to remain, some possibly benefiting from some rehabilitation. The building footprints shown in orange are proposed new buildings, some being attached townhouses, others being mixed-use or live-work arrangements, but most being detached homes. The reddish building footprints depict civic uses such as churches, museums, and community centers; some are existing, while some are proposed new additions to the neighborhood.

Note the extension of Johnson Alley to continue to the existing, organic pattern by which some homes currently face the alley. Homeowners along Glass and Mt. Hope Streets will have the opportunity to building accessory dwelling units with access from the extended alley (which would become a front lane), or they could sell the back portions of their lots to the Hard Bargain Mt. Hope Redevelopment or another entity who would in turn build a home fronting on the alley-turned front lane. Note the community gardens, the basketball court, the opportunities for residents to operate neighborhood businesses, and the overall compatibility with existing homes as well as the small town character of the whole of Franklin.

The plan improves efficiency of land use, reinforces the grid street network already established in the neighborhood and adds a mix of uses within and adjacent to the original development of Hard Bargain. In addition, the plan foresees the future elimination of existing incompatible uses adjacent to Hard Bargain and establishes neighborhood retail and other compatible uses that will make it a more walkable community.



*Hard Bargain Future
Bungalow Court Concept*

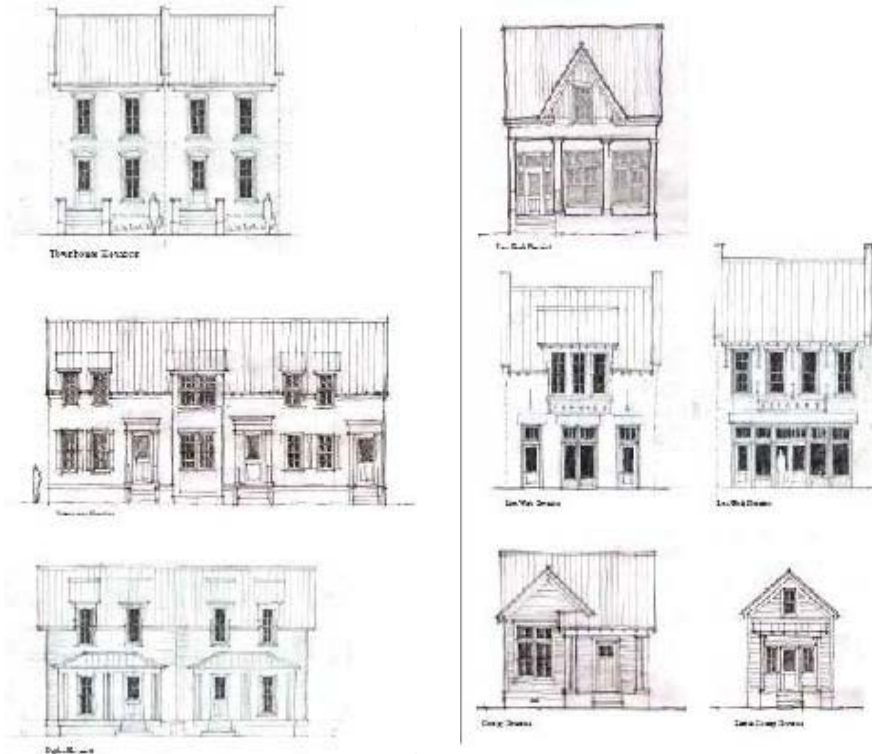


A view of Green Street looking East: Future

CHARACTER AREAS



Hard Bargain Master Plan



Hard Bargain Prototypical Architecture

CHARACTER AREAS

SPECIAL AREA 4

Character

1. The area to the north and east of the downtown core has been developed more recently compared to the rest of Central Franklin, and consists of predominantly residential neighborhoods. The character of this area is primarily conventional, with a conventional development pattern.
2. The Hillsboro Road and Murfreesboro Road areas consist of established, detached residential subdivisions with homes on larger lots. Neighborhoods reflect a low to medium density. The presence of open space, in the form of larger lots and building setbacks, contributes to the character of these areas. A limited amount of attached residential, civic and institutional uses are also present. The Liberty Pike area includes established residential development with smaller lots.
3. Remaining infill that occurs on properties in this area will reflect the existing character. These areas will remain important gateways and corridors into Central Franklin.

Land Use

4. Residential uses, including both detached and attached residential, will remain the predominant land use in the future. Future commercial, civic and institutional uses will occur in nodes located at major intersections of collector or arterial streets. Future commercial uses should be permitted at the intersection of Hillsboro Road and Del Rio Pike. This area is contemplated as a Mixed-Use Center.
5. Established single family residential uses along Hillsboro Road, Liberty Pike and Murfreesboro Road should be preserved and commercial intrusion and attached residential uses should be discouraged.

Development Form

6. The area should follow standards for conventional areas. New infill and redevelopment in the area will be mostly conventional to respect the character of established conventional area, with a conventional development pattern. Either traditional or conventional standards may apply to the site located at the northwest corner of the intersection of Hillsboro Road and Del Rio Pike, that includes the Independence Square Shopping Center (see Key Area description below).
7. Buildings will be at a scale of 1-3 stories in height. Buildings may be at a scale up to 4 stories pursuant to a PUD in certain circumstances. However, buildings at a height of 4 stories is inconsistent with the established character of a majority of the area and should be discouraged.
8. For the site located at the northwest corner of Hillsboro Road and Del Rio Pike, development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Structured parking, if provided, must provide active ground floor uses and landscape and/or architectural features to diminish the appearance of parking from public view. Structured parking should be screened from view and should not have a presence along the streetscape. Structured parking may be allowed on the outside of the block if it maintains an active ground floor.

CHARACTER AREAS

Connectivity

9. Development will provide an interconnected street network with sidewalks present. Pedestrian connectivity will be enhanced for all streets, but particularly along Hillsboro Road, Franklin Road and Murfreesboro Road to the downtown core.

Open Space

10. Floodplain regulations represent a constraint to be considered for future private development in the area to the east of the Harpeth River. Open space in the Murfreesboro Road area, now established, will remain mostly private with the exception of the highly visible Pinkerton Park and Fort Granger Park. Public accessibility to the Harpeth River, in the area to the west of the Harpeth River, is needed to accommodate a planned greenway network that extends north-south along the river.



Single family subdivision on



Hillsboro Road



Liberty Pike at Ralston Lane



*Single family subdivision on
Murfreesboro Road*



*Single family conventional
housing types*

CHARACTER AREAS

Key Area – Hillsboro Road at Del Rio

The site located at the northwest corner of the intersection of Hillsboro Road and Del Rio Pike, that includes the Independence Square Shopping Center, is located within Special Area 4. The plan contemplates potential redevelopment with a mix of land uses. Uses may include commercial, live work and residential uses. Appropriate residential uses may include attached residential and upper floors above commercial uses.

The site should be redeveloped as a Mixed-Use Center. Either traditional or conventional standards may apply, which will provide the flexibility to encourage redevelopment on the site. Proposed buildings shown in dark grey would maintain a continuous edge along the block face. Buildings would be oriented toward Hillsboro Road, and toward streets/internal driveways designed to include elements of and resemble streets. Buildings should have a storefront character. Buildings at a scale of 2-3 stories are appropriate on this site. A functional 2 stories is encouraged. Entrances to buildings will be located on facades that address the street. Parking, vehicular use areas and service areas (i.e., loading) would be located behind buildings. Development may be supported by surface or structured parking located to the side or rear of buildings. Single site, freestanding commercial buildings that are oriented to automobile users are not contemplated on this site.

A system of blocks will be the organizing element. Blocks ensure a walkable and connected street network and will facilitate orderly phasing of development and redevelopment. Note a north-south internal street/driveway bisects the site and provides important connectivity to the existing street network. Connections to Alexander Drive and Brink Place provide additional connectivity. An enhanced pedestrian crossing would be established at the intersection with Del Rio Pike to facilitate crossing of Hillsboro Road.

Multi-story attached residential buildings in the northern portion of the site are considered to be compatible with surrounding uses. Transitions between attached residential and commercial uses to established single family residential uses shall be considered in the design. This includes providing an adequate buffer to transition to existing single family residential uses that directly abut the western boundary of the site.

A central open space will serve as a focal point of the redevelopment. Open space on-site will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use.

A possible consideration for redevelopment of the site involves potential phasing to address current multiple ownership of the property. It is acknowledged the existing Kroger grocery anchor, shown in white, is likely to remain.

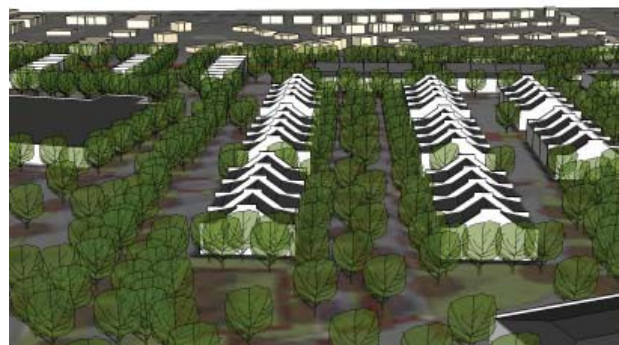
CHARACTER AREAS



Key Area - Hillsboro Road at Del Rio



Looking north



Looking west from Hillsboro to attached residential



Looking west from Hillsboro to mixed use

CHARACTER AREAS

SPECIAL AREA 5

Character

1. Franklin Road in this area is considered to be the last rural gateway into Central Franklin. This area will remain a prominent and important gateway and corridor into Central Franklin.
2. The area contains several historic homes that are listed in the National Register of Historic Places including Wyatt Hall, Creekside, Roper's Knob and Harlinsdale Farm. Harlinsdale Farm Park is intended to preserve this historic landscape well into the future. A majority of the area along Franklin Road is within the Franklin Road Local Historic District.
3. Substantial areas of open space exist. Future land uses will be carefully developed to respect the rural character of the area.

Land Use

4. Established land uses include homesteads, farmsteads and large estate single family residential uses. Future development will be limited and may include clustered residential and institutional uses that maintain substantial areas of open space and preserve rural viewsheds.
Clustered development and open space conservation of surrounding areas shall be encouraged (FRSAP).
5. Appropriate uses include detached and attached residential. Commercial uses shall not be considered (FRSAP).

Development Form

6. The area should follow standards for conventional areas, unless the clustering option is employed. In the use of clustering, the traditional standards would be appropriate for the developed portion of the project.
7. Recommendations originally identified in the Franklin Road Small Area Plan, included herein, shall be applied to the area.
8. Building scale should be limited to 1-2 stories with an exception for civic and institutional buildings, which are subject to the PUD review process during which an alternative maximum height may be established.
9. Civic and institutional buildings may be appropriate in places other than Hamlets if designed in keeping with the character of the area.
10. Appropriate scale and architecture (FRSAP)
 - a. Attached residential may be appropriate if it has the massing and scale of detached residential, such as the "Big House" or "Farmstead Compound" concept, which would have multiple town house or flat units but resembles detached residential.
 - b. Architectural sensitivity for new development shall be held in the utmost regard. The style and architecture shall draw from the surrounding area and historically significant buildings. Some of the historic dwellings in the area were built in the early 19th century and possess Federal and/or Greek Revival architecture.

CHARACTER AREAS

Connectivity

11. Additional street interconnectivity is needed between Hillsboro and Franklin Roads. Also, street connectivity is needed between Cool Springs Boulevard and Ash Drive with a local street connection to Franklin Road using the existing crossing of the CSX railroad tracks.
12. Coordination with TDOT is needed in the design and construction of proposed intersections with Mack Hatcher Memorial Parkway. Also, construction with TDOT is needed to ensure that Context Sensitive Design for Mack Hatcher Memorial Parkway is fully implemented for the entire loop.
13. Context Sensitive Solutions (CSS) shall be used for street infrastructure improvements to the Franklin Road/Mack Hatcher Memorial Parkway area in coordination with TDOT and City Streetscape Plans. Alternative options as appropriate shall be taken to avoid widening Franklin Road and the intersection (FRSAP).
14. New local streets shall be rural in character, with swales instead of curbs, informal street-tree plantings and traditional rural elements, such as wood plank fencing and stone walls (FRSAP).
15. The rural, scenic character of Franklin Road and Mack Hatcher Memorial Parkway shall be retained and enhanced. Streetscape improvements to Franklin Road shall be rural in nature, including informal, natural landscaping and traditional rural elements (FRSAP).
16. Corridor setbacks shall be a minimum of 150 feet. There shall not be parallel drives within the setback. A viewshed study shall be submitted by the applicant with any request to modify the minimum 150 feet. The purpose of this shall be to achieve optimal placement of clustered development in each quadrant to preserve the scenic viewshed and important natural features (FRSAP).
17. Orientation of structures shall address the streets with no rear yards between the structures and Mack Hatcher Memorial Parkway and Franklin Road. There shall be an emphasis on viewing open space from Franklin Road and Mack Hatcher Memorial Parkway, as opposed to structures (FRSAP).
18. Daniel McMahan Lane shall be the closest access on Franklin Road from Mack Hatcher Memorial Parkway in the southwest quadrant, but may be relocated due to environmental constraints. Access to the southeast quadrant should be studied further to ensure appropriate field placement due to topography and floodplain constraints (FRSAP).
19. Extension of Spencer Creek Road into the southwest quadrant shall be encouraged, in conjunction with the TDOT approval that has been given (FRSAP).
20. Pedestrian crossings at the Franklin Road/Mack Hatcher Memorial Parkway intersection should be further studied. The pedestrian crossing shall emphasize safety for all modes of travel (FRSAP).
21. A pedestrian crossing of Franklin Road is an important connection that needs to be established. Appropriate field placement of this connection should be studied, and it may result in a pedestrian tunnel or an at-grade crossing (FRSAP).
22. Trail interconnectivity should be promoted in the plan area using current and future planned trails, together with trails along the Harpeth River (FRSAP).
23. It shall be the policy of the city to create an outstanding, award winning greenway system and wildlife corridor in this area that serves to connect Aspen Grove Park to Harlinsdale Park to Bicentennial Park and downtown Franklin. This system shall include a pedestrian trail along Spencer Creek through this area (FRSAP).

CHARACTER AREAS

24. Development shall be coordinated with appropriate improvements to infrastructure and public facilities and provided in a timely manner relative to the growth the facilities are intended to serve (FRSAP).

Open Space

25. Open space should predominate the landscape. Significant areas of open space should be located along Franklin Road, hillsides and hillslopes. Specific areas are east of Franklin Road that includes Ropers Knob and west of Franklin Road that includes Harlinsdale Farm Park.
26. An emphasis shall be placed on preserving significant amounts of open space south of Mack Hatcher Memorial Parkway (FRSAP).
27. Harlinsdale Park should be expanded if opportunities arise (FRSAP).
28. Land conservation and viewshed preservation need to be sensitive to maintaining existing land-development rights (FRSAP).
29. There shall be a restriction on over-lot grading techniques that dramatically alter site vegetation and topography. Development shall use the natural, existing topography and minimize grading to the maximum extent practicable (FRSAP).



*Detached residential conservation subdivision,
Athens-Clarke County, GA*



*Rural viewshed along
Franklin Road*



*Big House concept,
New Town of St. Charles, IL*



*Farmland Compound concept,
Steve Bell rendering*

CHARACTER AREAS

SPECIAL AREA 6

Character

1. The area east of Franklin Road along Liberty Pike and Eddy Lane has an established industrial character. Liberty Pike is a primary east-west corridor in the area. The CSX railroad runs north-south through this area.
2. The area contains The Factory at Franklin, which is listed in the National Register of Historic Places and is within the Franklin Road Local Historic District. Other industrial buildings are present along Harpeth Industrial Court and Eddy Lane.
3. Future development will keep the industrial character of the area. Future redevelopment along Franklin Road, including The Factory at Franklin and Harpeth Industrial Court area, should reflect the character of the area along Franklin Road.

Land Use

4. The area contains a unique and wide mix of land uses that include detached and attached residential, commercial, industrial, civic and institutional uses. Future uses will include those uses common to Activity Centers identified in Table 1-1. Commercial uses are appropriate, but retail is limited to local and neighborhood retail. Light industry uses are considered appropriate.

Development Form

5. The area should follow standards for traditional areas. The area will develop in the form of an Activity Center. Future buildings will include infill and redevelopment at a scale of 1-3 stories in height. Four story buildings may be permitted pursuant to a PUD in certain circumstances.
6. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Surface parking areas should be lined with buildings to diminish the appearance of parking from public view.
Structured parking, if provided, must be lined with active ground floor uses. Landscape and/or architectural features should diminish the appearance of parking from public view. Structured parking should be screened from view and should not have a presence along the streetscape. Structured parking may be allowed on the outside of the block if it maintains an active ground floor.
7. Architectural design of the area should retain or provide elements of the industrial character of the area.

CHARACTER AREAS

Connectivity

8. Pedestrian connectivity will be enhanced for all streets, but particularly along Franklin Road. A system of connected sidewalks should be present.

Open Space

9. The area has an existing urban industrial character, therefore open space is minimal. Established civic and institutional sites will contribute to open space in this area.



The Factory at Franklin



Jamison Station



Eddy Lane

CHARACTER AREAS

SPECIAL AREA 7

Character

1. The area consists of a mixed use commercial corridor with traditional neighborhoods that surround. Commercial and institutional uses are located along Columbia Avenue. Located to the east of Cummins Street are established traditional neighborhoods. The historic Hincheyville and Natchez neighborhoods are located to the west.
2. The area is contiguous to the downtown core and is positioned to receive additional redevelopment and infill in the future. Future development should reflect the character of the area, including traditional elements found in the downtown core.
3. Columbia Avenue will remain an important gateway and corridor into Central Franklin.

Land Use

4. Columbia Avenue has developed with mix of commercial, civic, institutional and residential uses. Located to the south of Fowlkes Street is a node of important historic and civic uses that includes the Carter House and Williamson County Community Services Center. Future uses will include commercial, but retail is limited to local and neighborhood retail. Attached and detached residential and civic and institutional uses are considered appropriate. Accessory dwellings are appropriate in the area.

Development Form

5. The Columbia Avenue corridor should follow standards for traditional areas. The four block area extending south on Columbia Avenue from Five Points to Fowlkes Street and the existing mixed use area on the block north of Downs Boulevard are contemplated as Mixed-Use Centers.
6. A set of development standards derived from the adopted Columbia Avenue Overlay District will further apply along the corridor. These standards recognize three distinct areas along the corridor, each having unique standards.
7. Buildings will be at a scale up to 2 stories. Buildings may be at a scale up to 3 stories pursuant to a PUD in certain circumstances.
8. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Surface parking areas should be lined with buildings to diminish the appearance of parking from public view.
Structured parking, if provided, must be lined with active ground floor uses. Landscape and/or architectural features should diminish the appearance of parking from public view. Structured parking should be screened from view and should not have a presence along the streetscape. Structured parking may be allowed on the outside of the block if it maintains an active ground floor.

CHARACTER AREAS

Connectivity

9. Development standards provide for connectivity including sidewalks.

Open Space

10. Open space will be minimal given the urban character of this area. Established civic and institutional sites contribute to open space. Future open space may include small greens or outdoor plaza spaces.



Columbia Avenue



HG Hill



Columbia Avenue



Columbia Avenue



Everbright Avenue

CHARACTER AREAS

Key Area – Columbia Avenue

The four block area extending south on Columbia Avenue from Five Points to Fowlkes Street is within Special Area 7. The plan contemplates potential infill and redevelopment with a mix of land uses. Uses may include commercial, civic, institutional, attached and detached residential uses. Attached residential may include upper floors above commercial. Detached residential is envisioned along Cummins Street.

Proposed buildings shown in dark grey would maintain a continuous edge along the block face. Buildings would be oriented toward streets. Commercial and mixed-use buildings will address Columbia Avenue and have a storefront character. The potential redevelopment site at the northwest corner of Columbia Avenue and Fowlkes Street (known as the HG Hill property) should consider orienting future buildings toward a street/internal driveway designed to include elements of and resemble a street. Buildings should have a storefront character. Entrances to buildings will be located on facades that address the street. Parking, vehicular use areas and service areas (i.e. loading) would be located behind buildings. Development within the four block area extending south on Columbia Avenue from Five Points to Fowlkes Street may be supported by surface or structured parking located to the side or rear of buildings.

Future redevelopment plans for the Franklin Housing Authority site to the rear of the HG Hill property should be examined and considered. It will also be important to address transition between commercial buildings and parking areas and residential buildings that front Cummins Street.

A consideration for future infill along the corridor is preserving existing buildings, shown in white, that are not presently historic structures, but contribute to the overall character of the corridor.

The site takes advantage of the established grid network of streets in the area along Columbia Avenue. Note the existing grid street network is preserved to support infill and redevelopment.

Open space on-site will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use.

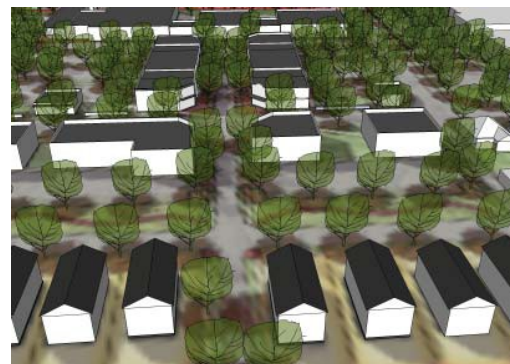
CHARACTER AREAS



Key Area - Columbia Avenue



Looking north



*Looking west from Cummins Street
toward Columbia Avenue*



Looking south from Five Points

CHARACTER AREAS

SPECIAL AREA 8

Character

1. The area consists of a mixed use commercial corridor with traditional neighborhoods to the east along West Main Street and surrounding areas. Institutional uses, such as Williamson County Administration offices, are found within the area. Located to the east along West Main Street is the historic Hincheyville neighborhood.
2. Over time, the area has developed with a unique mix of land uses. Buildings mostly reflect a low intensity and scale. The area now provides an important role of providing services for the surrounding neighborhoods. Future development should respect the residential character of the surrounding area.
3. West Main Street will remain an important gateway and corridor into Central Franklin.

Land Use

4. West Main Street has developed with smaller scale residential, commercial, civic and institutional uses. These existing uses are considered to be compatible with surrounding uses. Over time, additional redevelopment is likely to occur with similar types of uses. The eclectic mix of uses such as neighborhood retail and restaurants should remain, as they make this area unique to Franklin. Attached residential uses and accessory dwellings are appropriate in the area.

Development Form

5. The West Main corridor should follow standards for traditional areas.
6. Development standards derived from the adopted Columbia Avenue Overlay district will further apply along the corridor. These standards will be unique to West Main, as the area differs in character from Columbia Avenue.
7. Buildings should reflect a lesser intensity and scale. Buildings will be at a scale of 1-2 stories in height.
8. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Surface parking areas should be lined with buildings to diminish the appearance of parking from public view.
Structured parking, if provided, must be lined with active ground floor uses. Landscape and/or architectural features should diminish the appearance of parking from public view. Structured parking should be screened from view and should not have a presence along the streetscape. Structured parking may be allowed on the outside of the block if it maintains an active ground floor.

CHARACTER AREAS

Connectivity

9. Development standards provide for connectivity including sidewalks. The expansion and connection of sidewalks is encouraged for the area, including already developed areas.

Open Space

10. Open space will be minimal given the urban character of this area. Established civic and institutional sites contribute to open space. Future open space may include small greens or outdoor plaza spaces.



West Main Street



West Main Street



West Main Street



Green Acres Drive



Example of smaller scale commercial building

CHARACTER AREAS

Key Area – West Main Street

The corridor along West Main Street is within Special Area 8. The portion of the corridor extending east from Petway Street along West Main Street has an established residential character. The plan largely seeks to preserve and enhance the established residential character of West Main and the surrounding neighborhoods.

The plan contemplates targeted areas for potential infill and redevelopment with a mix of land uses south of Petway Street. Land uses may include attached and detached residential, smaller scale commercial, civic and institutional uses. Proposed infill buildings shown in dark grey would maintain the established block face. Commercial and mixed-use buildings south of Petway Street will address West Main Street and have a storefront character. Buildings will be at a scale of 1-2 stories in height. Buildings would be oriented toward streets. Entrances to buildings will be located on facades that address the street. Development may be supported by surface or structured parking located to the side or rear of buildings.

Preserving existing buildings, such as the former funeral home shown in white, is considered important to the community, as the building contributes to the overall character of the corridor. Another consideration for future infill along the corridor is a potential redevelopment and infill site east of 11th Avenue, along the southern boundary of the site. This undeveloped parcel is outside of the key area but has potential to infill with detached residential uses some time in the future. Access to this site should be limited to the south and/or west. Through access to West Main Street from this site is discouraged.

The site takes advantage of the established grid network of streets in the area. An extension of Forrest Street across West Main provides enhanced connectivity. Improvements of the intersection of Petway Street and West Main Street are contemplated to resolve the existing confusion with traffic movements at the intersection. Improvements may include enhanced pedestrian crossings. Access to this site should be limited to the south and/or west. No through access to West Main should take place should the potential infill occur.

Open space on-site will be limited to outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use. A new park may be located at the intersection of Petway Street and West Main. An opportunity exists to recapture floodplain area along the existing stream in the vicinity of the new park and provide for water quality improvements.

CHARACTER AREAS



Key Area - West Main Street



Looking south



*Forrest Street looking north along
West Main*



Looking west

CHARACTER AREAS

SPECIAL AREA 9

Character

1. The area north of New Highway 96 West along 5th Avenue consists of limited commercial uses. The area abuts the downtown core to the east and historic neighborhoods to the south and west. The area represents an important corridor leading into the historic downtown core. The community desires to improve upon the area and transform the character of the built environment to promote a vibrant downtown core while protecting the residential character of the surrounding area.



Existing commercial on 5th Avenue

Land Use

2. The area is currently underutilized in terms of development potential. Existing commercial uses are anticipated to redevelop in the future. Commercial uses, along with civic and institutional uses, are to be concentrated in this area.



5th Avenue

Development Form

3. The area should follow standards for traditional areas. Buildings may be at a scale of up to 2 stories.
4. Development may be supported by surface or structured parking located to the side or rear of buildings which address the street. On-street parking is encouraged. Surface parking areas should be lined with buildings to diminish the appearance of parking from public view.
Structured parking, if provided, must provide active habitable first floor uses above the required flood elevation. Landscape and/or architectural features should diminish the appearance of parking from public view. Structured parking should be screened from view and should not have a presence along the streetscape. Structured parking may be allowed on the outside of the block if it maintains an active habitable first floor.

Connectivity

5. The existing interconnected street network will remain. Pedestrian connectivity will be enhanced for all streets. Additional street interconnectivity is needed to better integrate the site with the existing street network. Provide an extension of Glass Street to connect the Hard Bargain neighborhood to the area and downtown.

Open Space

6. Open space will be minimal given the urban character of the area. Future open space may include small greens or outdoor plaza spaces. During future anticipated redevelopment, open space should be provided along Sharp's Branch at the western boundary of the area, associated with stream restoration and enhancement while maintaining 100-year flood storage capacity. Additional open space exists to the east in certain areas of the downtown core (i.e., Bicentennial Park, Harpeth River) and the streetscape.

CHARACTER AREAS

Key Area – New Highway 96 West

The site located to the north of New Highway 96 West along 5th Avenue is within Special Area 9. The plan contemplates redevelopment of the property with commercial uses.

Proposed buildings shown in dark grey would maintain a continuous edge along the block face. Buildings would be oriented toward streets, specifically New Highway 96 West and 5th Avenue, and have a storefront character. Buildings at a scale of up to 2 stories are appropriate. A functional 2 stories is encouraged. Entrances to buildings will be located on facades that address the street. Parking, vehicular use areas and service areas (i.e., loading) would be located behind buildings. Development may be supported by surface or structured parking located to the side or rear of buildings. Single site, freestanding commercial buildings that are oriented to automobile users are not contemplated on this site.

The site takes advantage of the established grid network of streets in the downtown core. Note the future connection to Glass Street, linking the Hard Bargain neighborhood west of the site and restoring the grid street network. Enhanced pedestrian crossings would be established at the intersections with N Margin Street and Bridge Street to facilitate crossing of 5th Avenue.

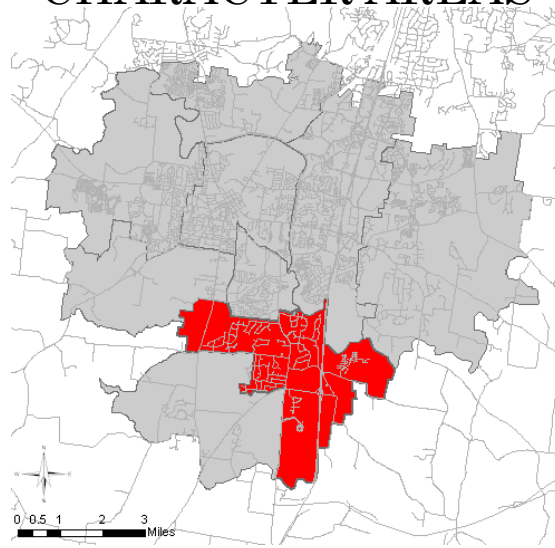
Open space on-site will be limited to small greens or outdoor plaza spaces, highly accessible and visible and in a prominent location that encourages continued active use.

The site and surrounding area to the north has potential for a stream restoration project that would not reduce the 100-year flood storage capacity. Additional capacity can be provided within the stream restoration corridor along Sharp's Branch as a series of meanders and wetland overflow areas. This is intended to reduce the horizontal distance of the FFO District. Sites nearby provide additional opportunities to pick up capacity if integrated into the design.

[illegible]

City of Franklin, TN | Franklin Land Use Plan | Character Areas: Central Franklin Area Plan
Last Amended September 22, 2011 Page 8-5.41

CHARACTER AREAS



GOOSE CREEK

PLANNING BACKGROUND

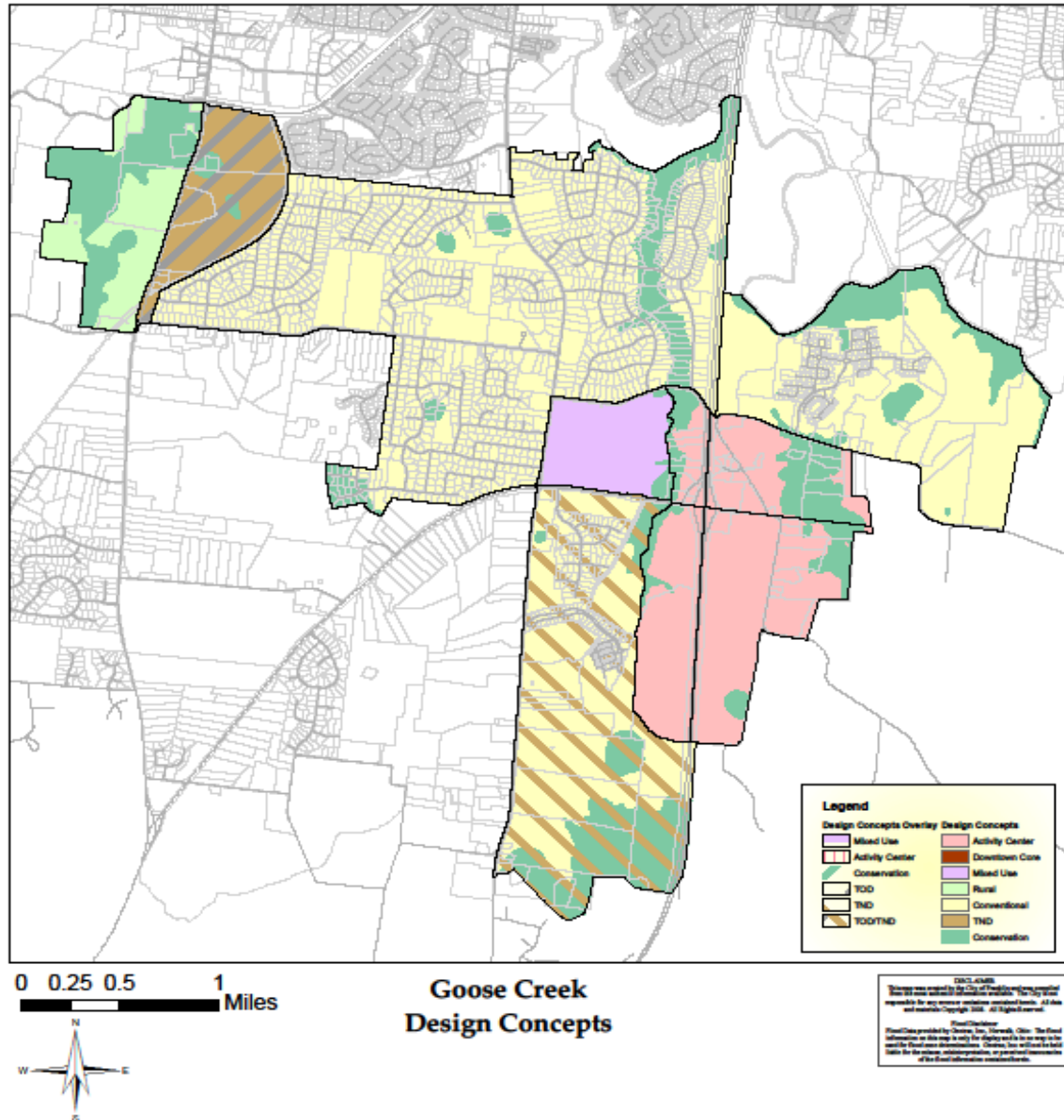
The Goose Creek Character Area includes 5,820 acres and is located in the south-central portion of the UGB. The primary corridors within the area are I-65, Goose Creek Bypass and Columbia Avenue. It is bound on the west by the McLemore and Southall Character Areas and the UGB; to the north by the Harpeth River and the Carnton and Southall Character Areas; and to the south and east by the Urban Growth Boundary. The area includes a mix of uses with a suburban character. This area is significantly developed with over 1,200 residences in suburban communities. However, there is still substantial land available for development. This includes land around the last undeveloped interchange in the UGB. This interchange, at Goose Creek Bypass, offers a major regional economic development opportunity for the city. The several large parcels of undeveloped land will have a significant impact on the character of the area.

The key location of the Goose Creek Area along I-65 positions it as one of the principal regional gateways into the community. This location generates a significant amount of traffic that makes the area near the interchange an important commercial location. The quality and types of business currently in this area are not viewed as the best uses for the land. A standard for higher-quality development is appropriate for this significant gateway location.

While the Goose Creek Bypass corridor may provide the necessary traffic generation to support Local Retail, the area should not be developed in a typical strip center fashion with sprawling commercial uses and multiple access points.

Features such as the Harpeth River, Goose Creek, the hills, meadows and established stands of trees are important assets to the area and should be preserved to the greatest extent possible.

CHARACTER AREAS



Goose Creek Special Areas

0 0.3 0.6 1.2 Miles

Legend:

- 1: General Use
- 2: Medium Density Residential
- 3: Office/Professional
- 4a: Light Industrial
- 4b: Medium Industrial
- 4c: Heavy Industrial
- 4d: Office/Professional
- 5: General Use
- 6: Medium Density Residential

This map was prepared by the City of Goose Creek, Georgia. The City and its Board of Commissioners are not responsible for any errors or omissions. All data is subject to change without notice. All rights reserved.

CHARACTER AREAS

VISION

The Goose Creek Character Area will be a major economic development engine for the city, with quality development whose impact is minimized on residential neighborhoods in the area. It will maintain the existing character by accommodating a mixture of housing options within traditional-style, master-planned neighborhoods that are well integrated with pedestrian and vehicular connections. The natural and historic resources of this area will contribute to the livable quality of the community.

A Small Area Plan in all four quadrants of the Goose Creek Interchange and surrounding area shall be developed. This is a major gateway needing detailed study.

SPECIAL AREA 1

1. The Detached Residential character of this area is established, and new development shall reflect the same character.
2. The 260-acre undeveloped property at the center of this area shall be developed in a Master Plan with a similar pattern and density as the surrounding residential neighborhoods, completing the connections to the street network of the surrounding areas pursuant to the street design of those surrounding properties.

SPECIAL AREA 2

1. The area east of Columbia Avenue is recommended for a TND pursuant to a Master Plan.
2. If mass transit is provided through this area, it may also be appropriate for a TOD pursuant to a Master Plan.
3. The southwest quadrant of Columbia Avenue and Hillview Lane shall be Rural, with any development being a Hamlet or a Conservation Subdivision that shall respect the historic significance of the area.

SPECIAL AREA 3

1. This Special Area is recommended for a Mixed-Use Center.
2. Appropriate uses include Detached and Attached Residential, Office, Parks and Open Space, Civic, and Neighborhood and Local Retail uses. Single-tenant retail uses shall not exceed 60,000 square feet in size.
3. The corridor character should be respected, and a quality gateway should be provided, with logical land-use transitions from existing single-family neighborhoods to mixed uses.
4. Historic structures and sites and their viewshed shall be preserved and protected.
5. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing platted development of ten lots or more. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.
6. Infrastructure improvements to Lewisburg Pike and Goose Creek Bypass should be completed concurrently with the initial phases of development.

CHARACTER AREAS

SPECIAL AREA 4A

1. This Special Area is recommended for more intensive, regional-oriented uses relative to the other four quadrants of the Goose Creek area, with appropriate uses including Office, Light Industrial, Regional Retail and Attached Residential as a transition to the surrounding area. These uses are expected to develop and replace the existing estate-sized single-family uses.
2. Comprehensively designed development, including uses, street networks and shared access should be provided, while piecemeal or fragmented development should be discouraged.
3. The historic cemetery should be preserved with sensitive site design.
4. The hillsides and hilltops should be preserved through sensitive site design.
5. The potential I-65 crossing design should be integrated into a street network for optimum coordination and connectivity.

SPECIAL AREA 4B

1. Appropriate uses include Office and Local Retail to the north, transitioning to less-intensive Office, Civic, Neighborhood Retail and Attached and Detached Residential to the south.
2. The access to this Special Area should be provided through Special Area 5, not through Goose Creek Estates subdivision.
3. The potential I-65 crossing design should be integrated into a street network for optimum coordination and connectivity.
4. The stream and floodplain should be preserved and enhanced as a community amenity.
5. A compatible transition to the single-family subdivision should be provided using the floodplain as a buffer.

SPECIAL AREA 4C

1. Appropriate uses include Office with a transition to the Detached Residential to the north in Special Area 1.
2. Coordinated access to this Special Area should be provided through Special Area 3, Old Peytonsville Road, and the potential I-65 crossing to ensure optimum interconnectivity and access.
3. The I-65 crossing design should be incorporated into an internal street network in Special Areas 4c and 3.
4. The preservation and enhancement of Five Mile Creek and the floodplain are important and should become an amenity for the community.
5. The development of non-floodplain areas should be consistent with high quality and design envisioned for the area and the gateway into the City.
6. The viewshed to the historic Berry site in Special Area 3 should be preserved and protected.
7. Access to and visibility of existing businesses shall be maintained throughout the development process.
8. TDOT should be encouraged to respect existing residences and businesses with appropriate levels of coordination and communication.

CHARACTER AREAS

SPECIAL AREA 4D

1. Appropriate uses include Office and Local and Neighborhood Retail.
2. Negative environmental impacts from existing uses should be mitigated as redevelopment occurs.
3. Redevelopment efforts should include significant improvements to landscaping and other beautification techniques.
4. It is the policy of the City that the existing truck stop at the I-65 interchange is not compatible with the desired land use of the area and is encouraged to relocate out of the Goose Creek area.
5. There should be coordinated access for all forms of vehicular traffic.
6. The South Carothers Road extension to Peytonsville Road is critical for adequate interconnectivity.
7. The potential I-65 crossing design should be integrated into a street network for optimum coordination and connectivity.
8. The hillsides and hilltops shall be preserved through sensitive site design.

SPECIAL AREA 5

1. This Special Area is recommended for either Suburban Neighborhood or TND. Appropriate uses include Attached and Detached Residential uses.
2. The land along Goose Creek Bypass may develop with Retail and Office uses, but a heavy buffer should be provided to mitigate the impact on Goose Creek Estates subdivision.
3. Development fronting Goose Creek Bypass should reflect the high quality envisioned for the area and should be compatible with the development standards on the north side of the street.
4. The access to Special Area 4B should be through this Special Area. No access into Goose Creek Estates subdivision from proposed developments surrounding the subdivision is recommended at this time.
5. Streams, floodplain and trees should be preserved and enhanced as a public amenity.
6. The potential I-65 crossing design should be integrated into a street network for optimum coordination and connectivity.
7. Appropriate transitions should be provided to Goose Creek Estates subdivision and to the land to the west of Lewisburg Pike.
8. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing platted development of ten lots or more. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

CHARACTER AREAS

SPECIAL AREA 6

1. Appropriate uses include Detached Residential and/or Attached Residential near I-65.
2. Streams, trees, and hillsides and hilltops shall be preserved and enhanced.
3. This area is recommended to have a major park system.
4. The South Carothers Road extension to Peytonsville Road is critical for adequate interconnectivity.
5. The potential I-65 crossing design should be integrated into a street network for optimum coordination and connectivity.
6. The Baskin property should have safe and efficient access.
7. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing platted development of ten lots or more. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

CHARACTER AREAS

GOOSE CREEK SMALL AREA PLAN

STEERING COMMITTEE

Paul Arnold
Ernie Bacon
Tyler Berry
Chuck Edmonson
Ken Green
Lynn Hallum
Ken Holland
Mayor Tom Miller
Jerry Stump
Hugh Tharpe

GOOSE CREEK SMALL AREA PLAN

The overall Franklin Land Use Plan that was adopted on February 19, 2004, recommended that a Small Area Plan be developed for the four quadrants of the Goose Creek interchange. It is largely undeveloped, and the types of businesses in existence are not seen as the highest and best uses of the land. This area has the potential to become the next high-growth and commercial generator for the City and it will serve as a major regional gateway. These factors were identified in the public process in drafting the Franklin Land Use Plan, and the Plan further identified the need to focus additional planning efforts on the interchange area to ensure appropriate quality and sensitive development.

During the time frame between June and October of 2004, the City planning staff and the consultants worked with a steering committee to develop this plan. The Goose Creek Steering Committee included representatives of the Board of Mayor and Aldermen, the Planning Commission, property owners, and residents from the area. The Steering Committee met on seven occasions and worked closely with the City's planning staff and McBride Dale Clarion, the City's planning consultant on this project.

The study area included the Special Areas surrounding the I-65 interchange, including Special Areas 3, 4, 5 and 6 as originally identified in the Land Use Plan. Special Areas 1 and 2 were not changed from the original document, but have been placed within the framework of the Small Area Plan.

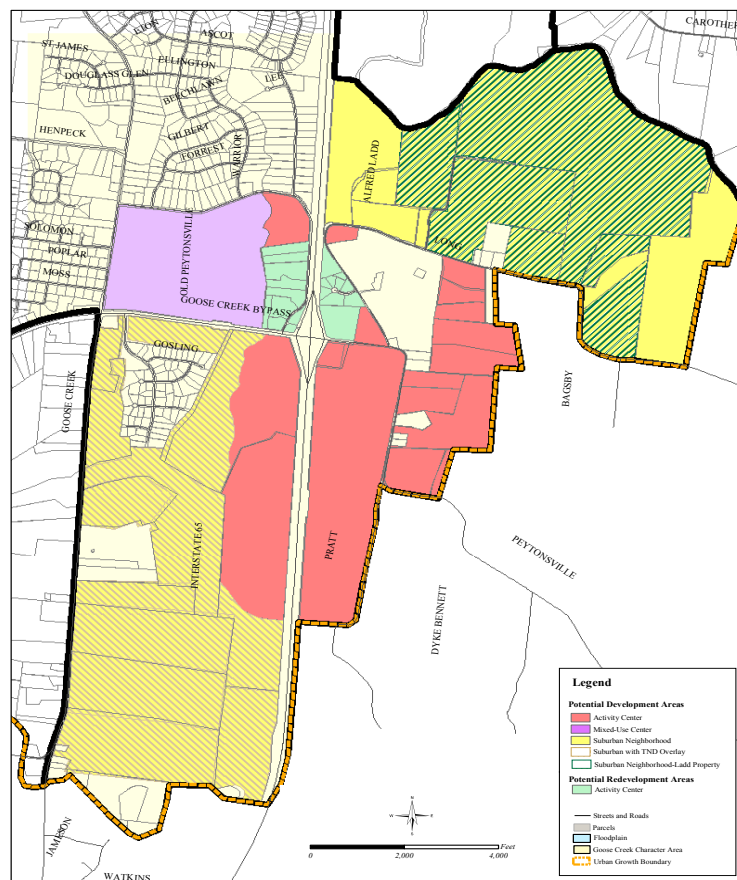
CHARACTER AREAS

GROWTH POTENTIAL

As a starting point for planning, a Capacity Analysis was completed for the Goose Creek study area to determine the potential capacity for development. The Analysis represented an estimation of the amount of new growth that could be accommodated by the existing undeveloped land and land with redevelopment potential. The development potential was analyzed based on the adopted Franklin Land Use Plan use designations. (See the map to the left.)

The Analysis revealed that approximately 2,500 acres have potential for development or redevelopment. New residential development could potentially reach approximately 2,500 attached and 3,000 detached dwelling units. New nonresidential development could potentially reach approximately 2.6 million square feet of retail buildings and 4.1 million square feet of office buildings.

The results of this analysis signaled the importance of opening better lines of communication and concurrent planning opportunities with service providers to ensure that adequate infrastructure and services will be in place to handle future growth. The next section provides an overview of the needs of the public services and facilities to accommodate future growth in the Goose Creek study area. This overview is not intended to provide a plan for these services, but rather to set the stage for future planning and coordination of land use and public services and facilities.



CHARACTER AREAS

PUBLIC SERVICES AND FACILITIES

Natural Gas

Atmos Energy has plans to install a six-inch steel, high-pressure gas main along the eastern side of Lewisburg Pike, between Henpeck Lane and Moss Lane, during the 2005 fiscal year. This will provide adequate volume to serve the Goose Creek area. The timing will be coordinated with each developer to provide natural gas to their development.

Electricity

There will be a need for two additional substations to meet the needs of the projected buildout for the area. To date, the locations and required in-service dates have not been determined. The City will work with Middle Tennessee Electric Membership Corporation (MTEMC) to identify locations that meet the system requirements and minimize the aesthetic impacts on the area. Typically, substations require approximately five acres each. There will also be a need for TVA to construct a transmission line to each of these substations. These lines require about 100 feet of right-of-way. The visibility of the substation and TVA lines should be minimized from public rights-of-way and from existing residential areas.

Water

Water services to this area will be provided by either the City of Franklin, or the Milcrofton Water Utility District, or a combination of both. A critical issue will be the coordination of the provision of services between these two agencies, particularly in light of the pre-existing service area rights of Milcrofton. The District's most recent capital improvement plan and water system improvements and timing are purported to be adequate for the amount of projected growth, although Milcrofton has historically been primarily a rural water provider. The actual schedule for water-line construction will depend upon the time frame of development in the area. Additional discussions and coordination between the City and Milcrofton may be needed.

Sanitary Sewer

Sewer service to the area is planned based upon land-use forecasts from the 1998 I-65 Sewer Basin Study. A 36-inch and 24-inch trunk line is designed to provide service to the western half of the study area, and a 24-inch trunk line is planned but not yet designed to serve the eastern half of the study area. It is anticipated that local service lines will be constructed by developers as development occurs. During the development review process, the City should ensure that the design of local facilities is adequate to serve the anticipated growth in the area.

In addition to sewer lines, the installation of effluent reuse lines will help relieve the long-term capacity issue associated with the treatment plant by reducing the amount of effluent released into the Harpeth River.

CHARACTER AREAS

Schools

To meet the needs of the projected population growth, Williamson County School District will likely need the equivalent of two additional elementary schools and one middle school. This plan encourages the siting of schools, especially elementary schools, to be coordinated with overall neighborhood design. Schools are an institution that can reinforce a sense of community. Likewise, the co-location of schools and parks is encouraged.

However, this plan recognizes that the School District must work within their system of determining locations of schools relative to overall attendance zones, so the schools needed to serve this growth may or may not actually be located in the Goose Creek Study Area. Thus, while the demand on schools may be anticipated, school location planning must remain flexible.

Generally, it takes three years to complete the funding mechanism, design and construction phases to build a school. For this process to begin, the need within the existing school transportation zone for a given area must be demonstrated. There should be 300 to 350 students within the transportation zone to begin that process. An elementary school site has been offered by a developer in Special Area 6.

City Police

There will be a need for a new police tower site to serve Goose Creek. Currently, the police department does not operate using substations, but there could be a need for one in the area by ultimate build-out, and this area would be established as a new patrol zone.

City Fire

A fire station will be needed near the I-65 interchange. The typical size of a fire station site is approximately 2.5 acres. The target time frame for building a fire station is the presence of 400 residential units. The first station will be adequate for the foreseeable future, although there may be a need for a second by ultimate buildout. A fire station site has been offered by a developer in Special Area 3.

Parks

The City is preparing a parks master plan. It is anticipated that a new multi-purpose park of approximately 40 acres will be needed in the southeast portion of the City. Once the master plan is complete, development reviews in the Goose Creek Area should be coordinated with park needs. Parks should be developed as integral parts of neighborhoods and should be connected wherever feasible to neighborhoods and facilities such as schools.

CHARACTER AREAS

Transportation

The Goose Creek Area has been the subject of substantial transportation planning, both as part of overall city transportation planning, and as part of specific site planning and design. Providing adequate transportation infrastructure to keep up with growth is one of the most important public service issues facing this area. There are several major capital facility needs that impact the area, including the widening of I-65 to six lanes from Murfreesboro Road to Route 840, the proposed single-point urban interchange (SPUI), the widening of Goose Creek Bypass, Lewisburg Pike, the completion of South Carothers Road, and the proposed I-65 crossings connecting the eastern and western portions of the Goose Creek Area. A major element of the success of this area is ensuring the timing of these improvements relative to the anticipated growth. The opening of 840 and consequent reduction in traffic by 30 percent on Goose Creek Bypass has created a small window of opportunity that should be utilized.

It is recommended to the Franklin Transportation Committee and to the City that high priority be placed on the completion of Carothers Road from Peytonsville Road to Moores Lane to the north. High priority also should be placed on the completion of the I-65 interchange. Likewise, the City recognizes the importance of the improvements to Lewisburg Pike and Goose Creek Bypass as being necessary as development begins.

In addition, the following principles should guide the future development of transportation improvements in the area. Transportation facilities should:

1. Be designed using “context-sensitive design” principles in order to contribute to the quality and character of the area,
2. Promote multiple connections among areas in order to avoid creating “bottlenecks” in a few locations,
3. Incorporate traffic-management techniques to promote efficient and safe traffic flow, such as managed access,
4. Be completed concurrently with area developments, and
5. Provide adequate maintenance of traffic during construction phases.

CHARACTER AREAS

GENERAL RECOMMENDATIONS

Timing of Growth Relative to Public Services and Facilities

1. It is a central tenet of this plan that public services and facilities be provided in a timely manner relative to the growth that the facilities are intended to serve.
2. While not all services and facilities are provided by the City of Franklin, it is incumbent on the City to serve in a coordinating and facilitating role through its development review process to promote the most efficient timing of growth relative to public services and facilities.
3. In order to accomplish this timing, the City will direct its efforts to the following:
 - A.. Monitoring and providing updated data about the anticipated growth of dwelling units and non-residential development over 20 years, in five-year increments. It is recommended that a working group be formed to perform an annual review of the five-year projections.
 - B. Creating an institutional mechanism to promote communication, coordination and sharing of information among various public-service and facility providers.

Adequate Public-Facility Concurrency

1. In order to provide for orderly, efficient and timely public facilities to serve new development in the Goose Creek Area, zoning and other development approvals for new development should be approved only if the responsible department or agency indicates that adequate public facilities will be available at the time of occupancy.
2. For the purposes of this plan, public facilities shall include streets, water, sewerage, stormwater management, gas, electric, police, fire, parks, and school facilities.
3. The policy of providing for adequate and concurrent public facilities necessitates that the City facilitate the cooperation of both public and private agencies in planning, financing, and improving infrastructure.
4. All projects requesting development approval shall be reviewed to ensure adequacy as to the Plan of Services, determining if adequate public facilities and infrastructure will be available to meet the needs created as a result of the development.
5. Specifically, applicants for development approval shall demonstrate and document that existing public facilities and infrastructure are sufficient to support the proposed subdivision and proposed development or shall provide the means and/or mechanisms to meet these demands. The applicant shall submit sufficient information and data on the proposed development, including documentation from the appropriate facility or service provider to demonstrate the expected impact on, and possible uses of public facilities of, the development.
6. During the Planning Department's review of development approval requests for consistency of the project with this Plan, it will review and summarize any individual department's or agency's findings regarding public facilities adequacy.
7. For large projects that will be developed in phases over time, the City will require adequate assurance and safeguards for the coordination and timing of services and facilities with development. This can be achieved through a number of mechanisms, such as PERT charts, impact fees and conditions of approval on site plans in the development review process.

CHARACTER AREAS

Siting of Public Utility Substations

1. The City will work with MTEMC to balance the need for efficient siting of substations for engineering purposes with the need to keep such stations as visually unobtrusive as possible.
2. Substations will typically require a site of at least five acres.
3. Substations should be located in areas that allow for efficient operation, but not on sites that are in scenic vistas, corridors, or gateways.
4. The height of any structure should be identified and evaluated relative to its impact on views from adjacent properties.
5. Utility substations should be designed with setbacks, walls, fences or landscaping features designed to mitigate negative visual impacts from adjacent properties or public rights-of-way.
6. The visibility of the substation and TVA lines should be minimized from public rights-of-way and from existing residential areas.

Transportation and Interconnectivity

1. Street interconnectivity is strongly encouraged in the Goose Creek Area to provide for multiple route options.
2. Individual development designs should consider aspects to encourage the reduction of the number of vehicle trips. This document encourages the City to pursue the Trip Reduction Ordinance.
3. A coordinated pedestrian and bicycle system should be provided throughout the area to connect residential and commercial areas.

Urban Growth Boundary

1. When the first review of the countywide UGB is undertaken according to state law, the City should work with Williamson County and the UGB Committee to seek inclusion of additional land into the Urban Growth Boundary in the Goose Creek Character Area.
2. Specifically, the area between Special Areas 4d and 6, to include the future extension of Peytonsville Road and its intersection with South Carothers Road, when designed, is recommended for inclusion.

CHARACTER AREAS

Natural Resource Protection and Stormwater Management

1. Development shall respect and enhance the character of the Goose Creek Area by creating a livable community while using environmentally sensitive site design to preserve floodplains, hillsides and hilltops, streams, mature tree stands, specimen trees and fencerows.
2. There should be a coordinated network of open space and parks integrally designed into the community to add public amenities and to preserve the existing qualities of the area.
3. The City shall seek to proactively improve water quality in the Goose Creek Area, through use of methods such as maximizing stormwater infiltration on-site and minimizing impervious surface, using techniques such as parking structures, pervious pavement and other accepted practices.
4. Streams shall be proactively protected and enhanced by prohibiting stream relocations, by providing a natural riparian corridor on both sides of a stream, at an average of 50 feet from the top of the bank, but no less than current City Best Management Practices require, and by providing planting plans with native species to enhance existing stream corridors. It is encouraged that this standard be adopted as a Citywide standard.

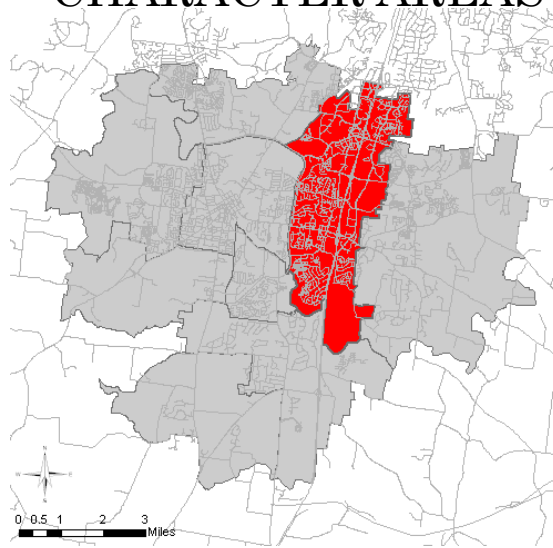
Design-Based Focus

1. The Goose Creek area will be an exemplary model for quality design and architecture of the highest standard.
2. Street design is encouraged to have narrow streets, on-street parking insets, neck-downs at intersections to encourage pedestrian crossings, minimal off-street parking between the front façades of buildings and the streets, and other techniques as may be applicable.
3. Comprehensively designed development, including uses, street networks and shared access should be provided, while piecemeal or fragmented development should be discouraged.

Gateway

1. The I-65 interchange area should be a symbolic entrance into the City of Franklin that reflects a quality community aesthetic.
2. The visual corridor along Goose Creek Bypass, Lewisburg Pike and Peytonsville Road is important and should be coordinated and cohesive.

CHARACTER AREAS



MC EWEN

PLANNING BACKGROUND

This area encompasses 6,680 acres and two major interchanges with I-65: Cool Springs Boulevard and Murfreesboro Road, and part of a third interchange, at Moores Lane. The McEwen Drive interchange is also proposed. It is bound on the north by the UGB, to the west by the Berrys Chapel and Central Franklin Character Areas, to the south by the Harpeth River, and to the east by the Seward Hall Character Area. The McEwen Area is the principal regional commercial area in the UGB. It includes 3,713 acres and nearly 12 million square feet of commercial, office and industrial space. It is also the principal location for Attached Residential, with 3,520 attached units. There are about 1,100 vacant acres that have development potential. Most of this land is in large parcels under limited ownership. This area is clearly the major economic engine for the City.

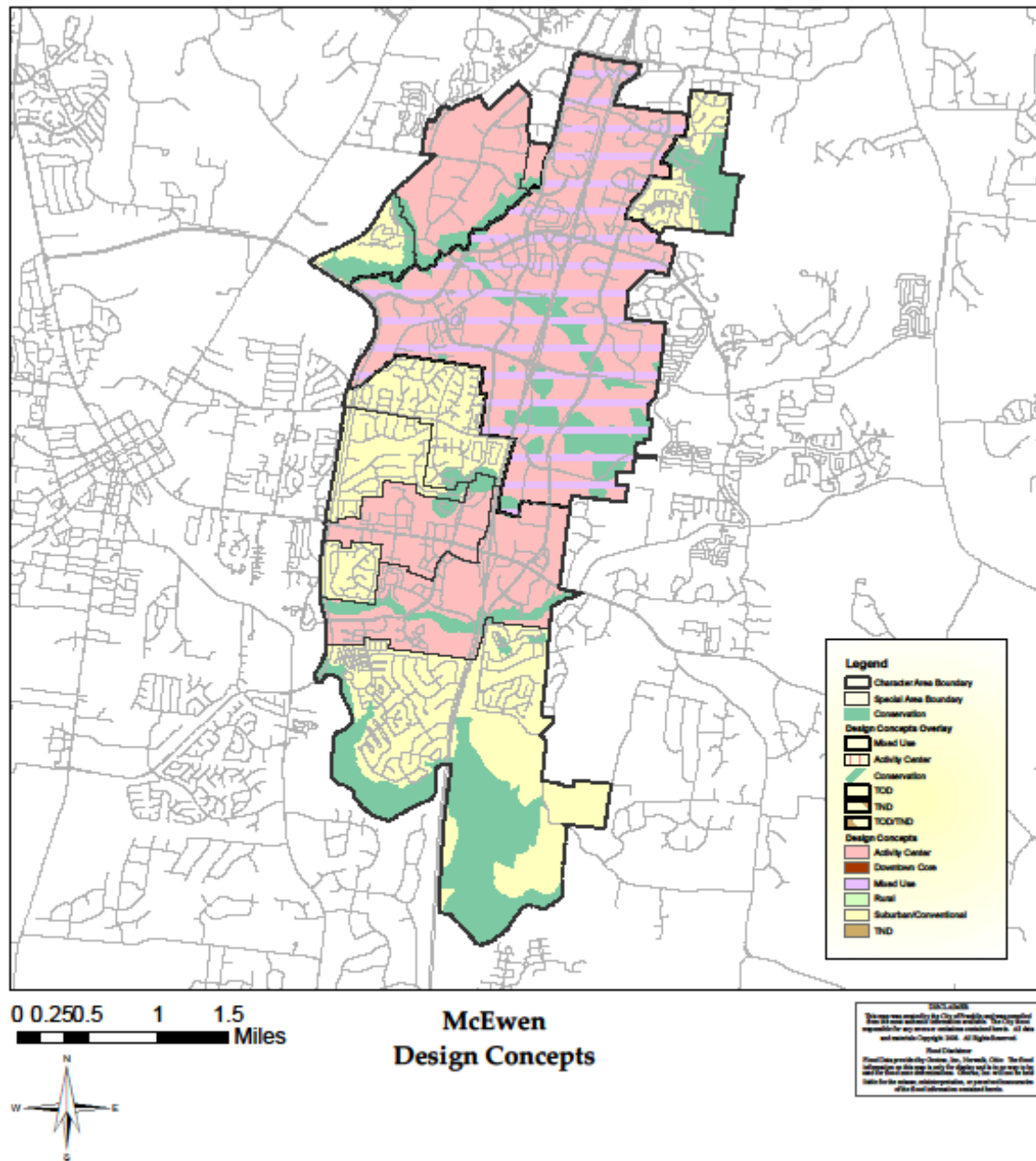
The Carothers Parkway area is the backbone of a major employment corridor and is planned for connection to Murfreesboro Road to the south. This corridor is enhanced by landscaped medians and landscaped parking lots.

Regional traffic creates traffic congestion at peak hours, particularly in the area around Alexander Plaza and Royal Oaks Boulevard, which is exacerbated by numerous curb cuts and poorly defined driveways. The Cool Springs area and the Royal Oaks Boulevard and Murfreesboro Road intersections also experience congestion.

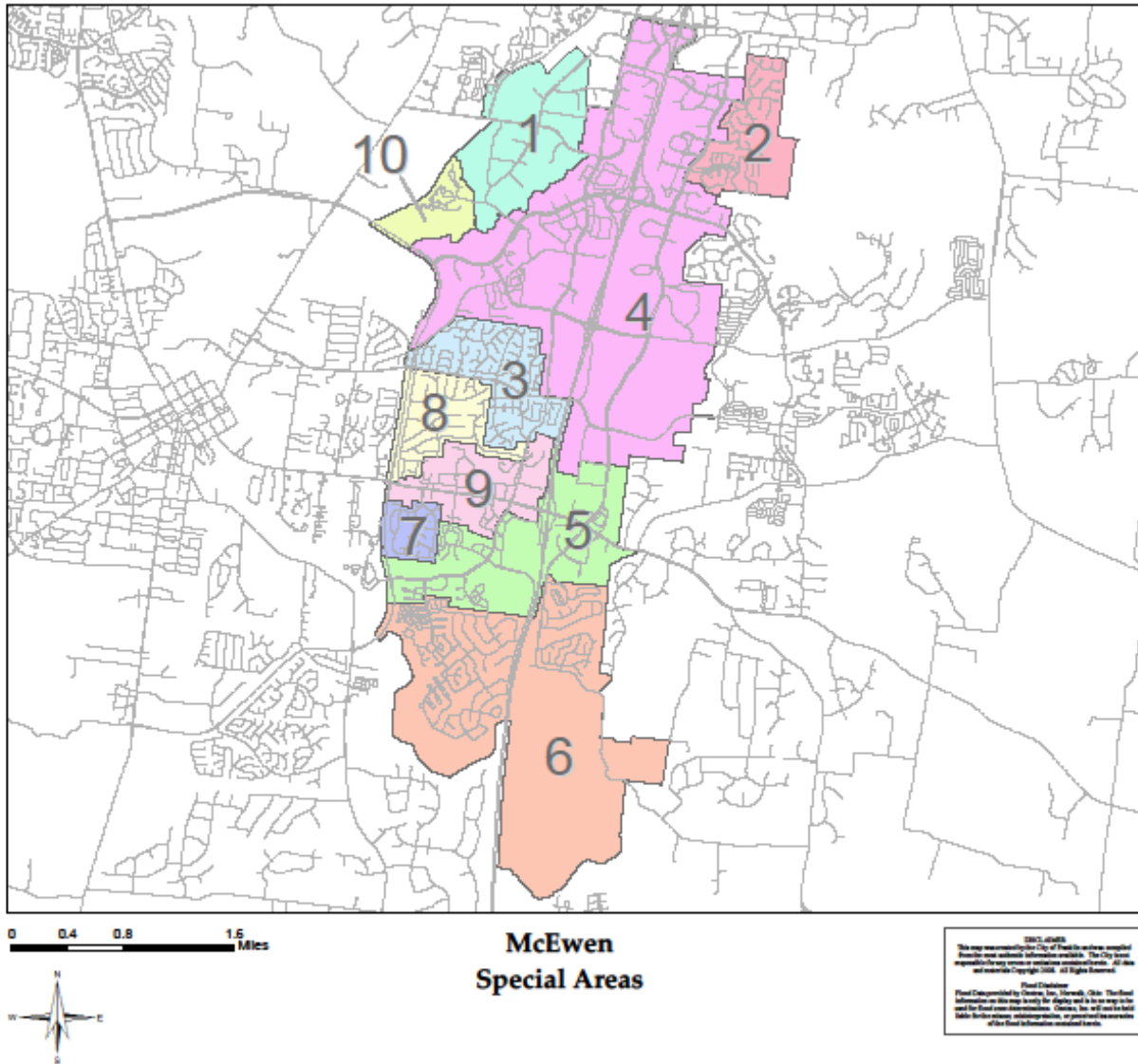
The commercial development along Murfreesboro Road is older and is experiencing deterioration that detracts from the quality of the area, although recent investments have helped to stabilize the area. These investments do not alter the fact that many of the commercial parcels and buildings along the corridor are outdated and occupied by marginal uses. Special attention and incentives may be necessary to encourage these significant redevelopment opportunities.

The area is also bisected by several tributaries of the Harpeth River that create constraints to further development.

CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS

VISION

The McEwen Character Area will continue to be the major economic driver for the City of Franklin. However, economically productive development will respect the residential neighborhoods. Murfreesboro Road will be redeveloped pursuant to a comprehensive land use and economic strategy and will be a quality gateway from I-65. High-quality design and people-friendly environments will be encouraged through heightened standards and site design to reinforce the small-town appeal of Franklin.

SPECIAL AREA 1

1. The existing character of this area is Light Industrial and is expected to remain unchanged.

SPECIAL AREA 2

1. This area is largely developed, with the remaining land committed through existing plats.

SPECIAL AREA 3

1. This area is largely built out with little change expected.

SPECIAL AREA 4

1. A mixture of Attached and Detached Residential and Neighborhood or Local Retail uses is recommended, either in separate structures (proximate mixed uses) or with multiple uses in the same building on different floors (vertical mixed uses).
2. Retail uses, mid-rise commercial and hotels should be of higher intensity adjacent to I-65 and transition to less intensive uses further away from the interstate.
3. Local Retail may be located as a transitional land use between the Regional Retail and surrounding residential neighborhoods.
4. Attached Residential is also appropriate as a transition to residential uses to the east.
5. All “big box” retail shall be located west of I-65.

SPECIAL AREA 5

1. This area is an important regional gateway into the city, but it does not present the image of quality and community character that the city desires.
2. The city should prepare a “Special Area Plan” for this area that addresses market feasibility, land use, and design. The city should devise a long-term redevelopment and revitalization strategy for this largely developed area.
3. The southwest corner of this area is appropriate for a mixture of uses, including Attached and Detached Residential and Neighborhood Retail, but not until the intersection of South Royal Oaks Boulevard and Mack Hatcher Parkway is improved.

CHARACTER AREAS

SPECIAL AREA 6

1. The character of this area is largely established.
2. New development shall reflect the same character as the established area.

SPECIAL AREA 7

1. The character of this area is fully established.
2. New development shall reflect the same character as the established area.

SPECIAL AREA 8

1. The character of this area is fully established.
2. New development shall reflect the same character as the established area, but no additional Attached Residential shall be permitted
3. Transitional Office use is appropriate for the four lots at the southeast corner of this area, on London Lane and North Royal Oaks Boulevard, but only if North Royal Oaks Boulevard is widened.

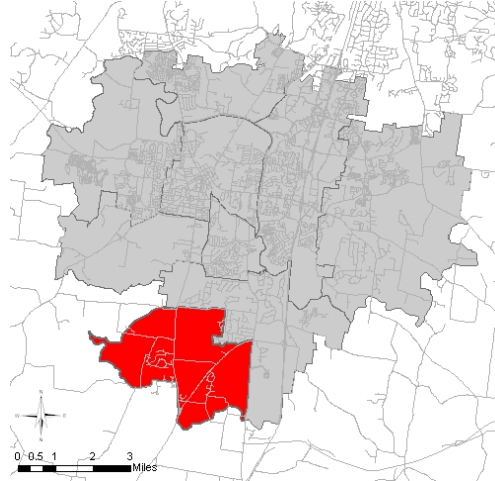
SPECIAL AREA 9

1. Murfreesboro Road shall be redeveloped pursuant to a comprehensive land use and economic strategy and shall be a quality gateway from I-65.
2. High-quality design shall be encouraged through heightened standards and site design to reinforce the small-town appeal of Franklin.

SPECIAL AREA 10

1. The character of this area is fully established.
2. New development shall reflect the same character as the established area.

CHARACTER AREAS



McLEMORE

PLANNING BACKGROUND

The McMamore Character Area has 5,090 acres in the southern portion of the UGB and is traversed by the Goose Creek Bypass, Columbia Pike and the CSX Railroad. It is bound on the south and west by the UGB and to the north and east by the Goose Creek Character Area.

This area has a rural character, with large lots and significant vacant land comprising nearly eighty percent of the acreage. With the exception of the junkyard on Columbia Pike, large-lot residential is the dominant use. The relatively undeveloped character of the area and access to Goose Creek Bypass create a prime location for future development pressures.

Sewer is unavailable in the area and is not expected to be extended within the next fifteen years. Current residential development is occurring in subdivisions of one-acre lots or larger to accommodate the required on-site sewage treatment. This trend is viewed by many residents as sprawl and an undesirable trend for continuation.

The anticipated completion of State Route 840 construction will increase growth pressure in this area. The rural road widths are not capable of handling high traffic volumes. Traffic planning will be important to help guide development, rather than as a reaction to development-created issues.

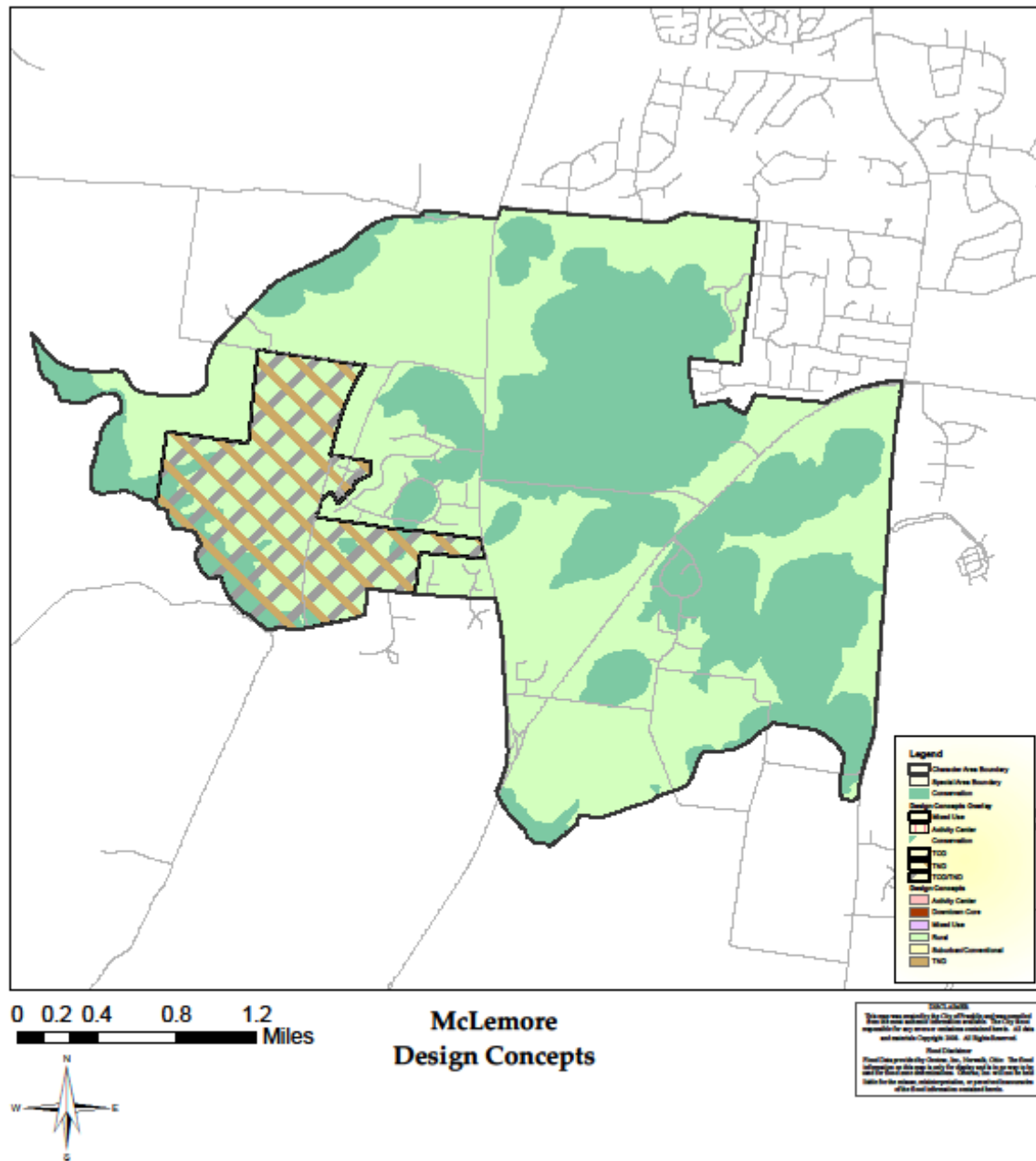
The large areas of undeveloped land located along the CSX Railroad provide a potential opportunity for the future development of a TOD, if the line were to be used in a light-rail system.

The northeast areas of the McMamore Character Area have substantial land with steep slopes (greater than twenty percent). The West Harpeth River floodplain along the southwest boundary of the area is a natural resource that should also be preserved.

Columbia Pike serves as a southern gateway into the city. It has a rural character that is important to the image of the community, particularly given its historic significance.

The area as a whole, while not currently within the city, acts as the rural gateway into the community, separating it from the surrounding development.

CHARACTER AREAS



CHARACTER AREAS

VISION

The McLemore Character Area will be the “rural gateway” into the City of Franklin. Its appealing rural and agrarian character will be maintained. Future development will take the form of Hamlets or Conservation Subdivisions to create integrated neighborhoods that have a strong sense of place.

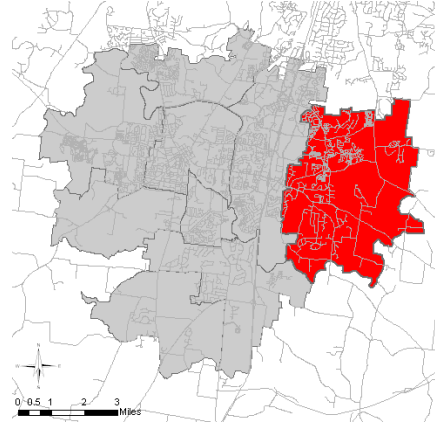
SPECIAL AREA 1

1. Lot sizes shall be limited to a minimum of fifteen acres unless acreage assemblages of forty acres or more are developed pursuant to a Master Plan.
2. If mass transit develops along the rail line that passes through this property, this is an appropriate location for a transit station and a TOD pursuant to a Master Plan. Otherwise, a TND would be appropriate.
3. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.
4. New development along Columbia Pike should be set back at least 250 feet.
5. Neighborhood Retail shall be appropriate only when incorporated within the interior of new development, but not on an arterial street, in order to preserve the Rural Area character of the area.
6. Permitted uses within the area include Attached and Detached Residential.

SPECIAL AREA 2

1. Lot sizes shall be limited to a minimum of fifteen acres unless acreage assemblages of forty acres or more are developed pursuant to a Master Plan.
2. Hamlets or Conservation Subdivisions are recommended if designed and developed pursuant to a Master Plan, in which case a gross density of one dwelling unit per acre is appropriate for the entire Master Planned area. Individual lots may be substantially smaller to provide for the preservation of large areas of open space, particularly around Hamlets.
3. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.
4. New development along Columbia Pike and Goose Creek Bypass should be set back at least 250 feet.
5. Neighborhood Retail shall be appropriate only when incorporated within the interior of new development, but not on an arterial street, in order to preserve the Rural Area character of the area.
6. Property within the Gateway area identified at Columbia Pike and Goose Creek Bypass, specifically the triangle north of the intersection, shall be a park; if a park is not feasible, there shall be civic uses with no commercial development.
7. Permitted uses within the area include Attached and Detached Residential.

CHARACTER AREAS



SEWARD HALL

PLANNING BACKGROUND

The Seward Hall Character Area lies east of I-65 on the easternmost edge of the City of Franklin and the UGB. It is comprised of approximately 10,614 acres. The north and east boundaries of Seward Hall are the limits of the UGB. The southern boundary is the Harpeth River. The major regional commerce center in the McEwen Character Area lies immediately to the west.

The character of this area is a combination of Rural and Suburban. Roughly 46% of the land in this area is either vacant or being used agriculturally. The developed portions of the area are almost exclusively Detached Residential development, comprising 33% of the land area. The remaining 11% of the land is open space, institutional uses or utilities.

The topography in the Seward Hall Character Area is relatively moderate, with rolling hills and some steep slopes occurring north of Liberty Pike. The floodplain areas are generally limited to the southern portions of the area.

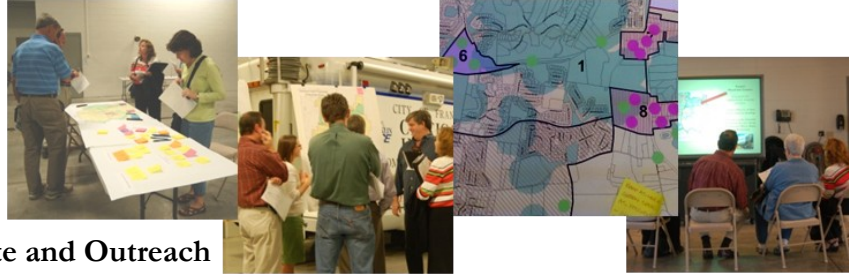
Planned extensions of Liberty Pike and McEwen Drive, as well as the extension of Market Street and improvements to Murfreesboro Road, will increase development pressure in this area. Pedestrian and cycling facilities in the form sidewalks, bike lanes and multi-use paths are necessary to meet the needs of the increasing population.

City sewer is currently available for the existing subdivisions north and south of McEwen Drive, areas near McKays Mill Subdivision off Clovercroft Road and the Ivy Glen and Caldwell Estates Subdivisions. Recent development in the area has tapped into existing sewer lines. Limited sewer, especially in the areas south of Murfreesboro Road, will constrain development to mainly large-lot Detached Residential uses. It is anticipated that as sewer expands south of Murfreesboro Road, that areas to the west of this area would more easily be served.

VISION

The Seward Hall Character Area will be comprised of seven special areas, where residential uses should be predominant. Three of the special areas are identified for smaller scale commercial uses, and are still appropriate areas for residential uses. The entire area should retain a Suburban and Rural character. The preservation of natural features in the area is critical in order to retain its current character.

CHARACTER AREAS



Section Update and Outreach

The Franklin Land Use Plan was originally approved in 2004 and the follow sections for Seward Hall Character Area was updated in 2010. The project team, consisting of representatives from Franklin's Planning, Engineering, and Administration Departments as well as Williamson County Planning Department, met regularly for approximately six months. Additional support was offered by the Streets Department in making signs and the GIS Division with mapping. As part of the project schedule, an outreach campaign was developed to increase community awareness, participation and input which identified a minimum of **5 outreach techniques** including a website, social media updates, email blasts, media alerts, and **40 signs** regarding a community meeting. Based on participant feedback, signage was the most effective meeting notification technique.

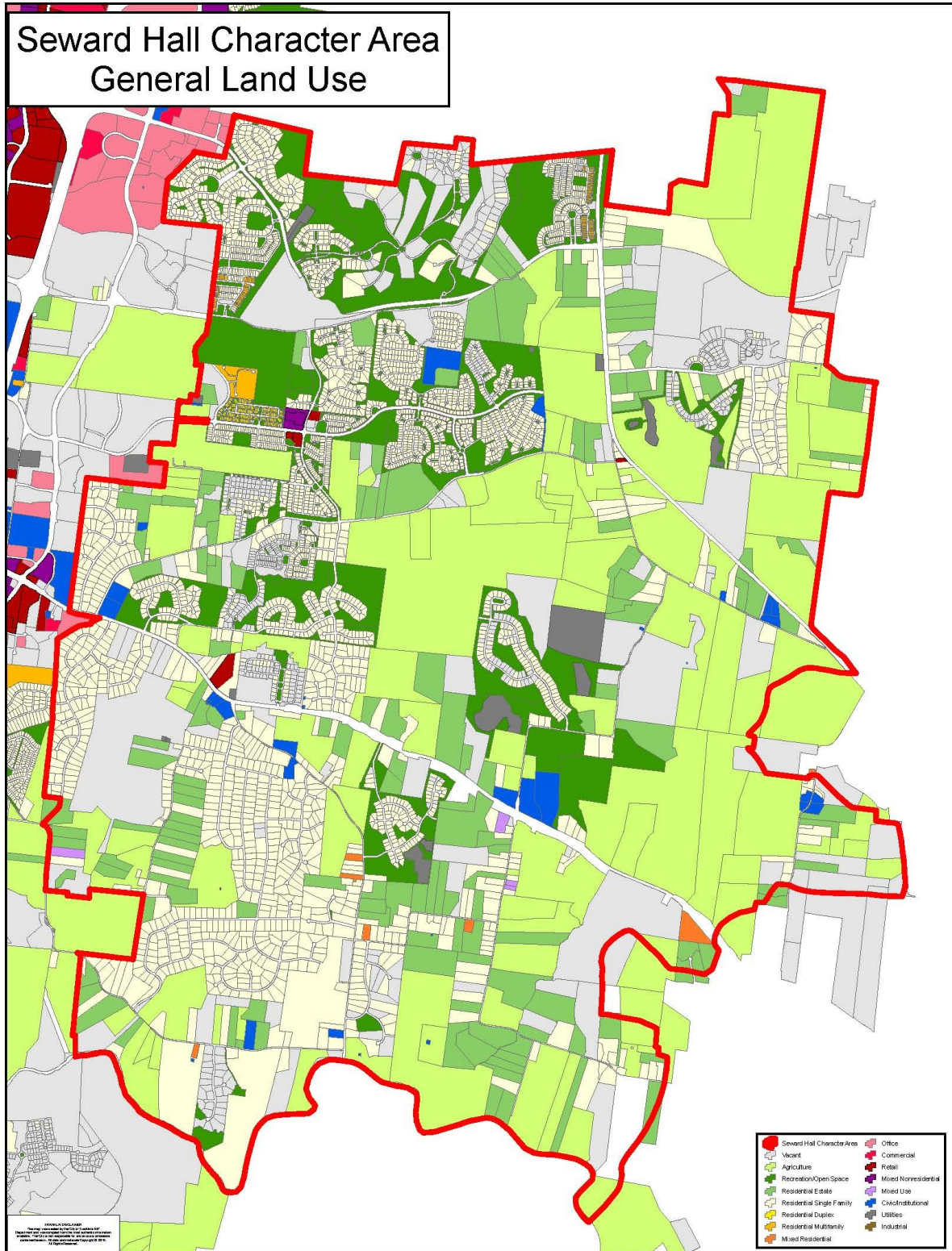
The Project Team hosted 8 stakeholder sessions on September 21 and 22, 2010 and spoke with a total of **24 stakeholders**. Based on the feedback obtained from these sessions, the project team revised potential special area limits, as well as associated recommendations and design concepts. These revised proposals were shared with **25 community members** at a Project Open House a Fire Station #6 in the Seward Hall Area on October 14, 2010. The open house format of this meeting allowed participants to view a PowerPoint, which provided an introduction to the Land Use Plan and the format of the meeting.

Participants were then encouraged to visit several stations with maps reviewing subjects including transportation, land use, utilities, conservation areas, zoning as well as the existing and proposed Land Use Plan Map. City staff members were available at each station to answer any questions. Through general discussions, the responses from **24 written surveys, 74 written comments** and a Red Dot/Green Dot exercise the participants provided staff with solid guidance and direction for further revisions to the proposed Land Use Plan update.

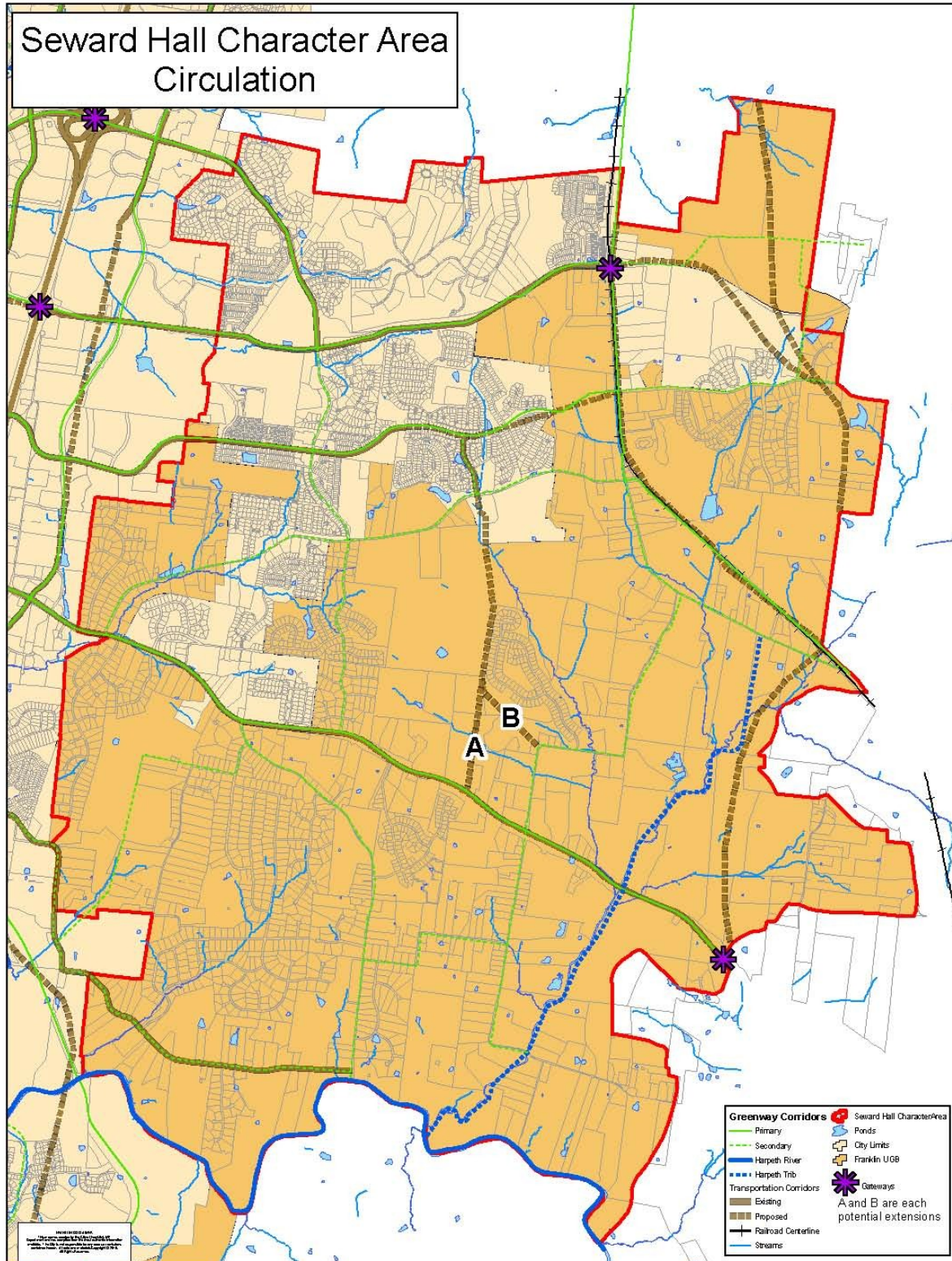
The Project Team evaluated the comments and survey results collected at the Open House and prepared a draft that was shared at the November 18, 2010 Joint Conceptual Project Workshop with the Board of Mayor and Alderman, Planning Commission as well as approximately **10 interested community members**. The section was revised once again to address additional comments as was approved at the December 16, 2010 Planning Commission meeting.

The estimated population of the Seward Hall Character Area is **10,198 impacted individuals**. A total **61 impacted individuals** attended meetings, interviews or emailed comments, resulting in an estimated **0.6% participation rate**. This rate is comparable with Land Use Plan updates in the past. It should also be noted that the nearly half of the estimated population of the Seward Hall Character Area resides outside the current city limits and in the Urban Growth Boundary.

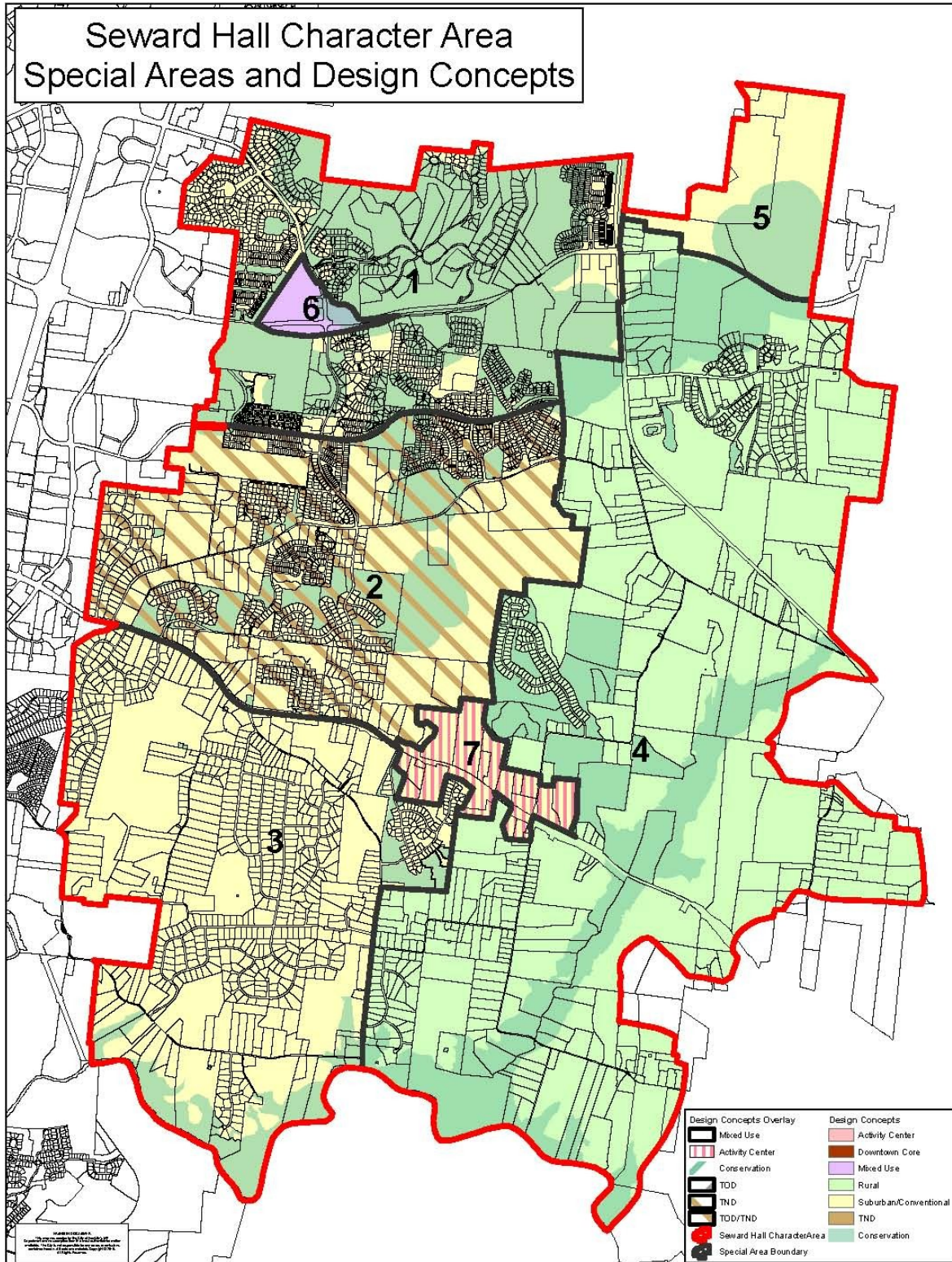
CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS



CHARACTER AREAS

SPECIAL AREA 1

Character

1. This area is largely either built out or committed through approved Concept Plans and typically includes attached and detached residential, parks and open space, with limited institutional and commercial uses.
2. The protection of environmental features is important to this area's unique character. Of particular importance in this area are hillsides and hilltops, established clusters of trees, specimen trees and fencerows. These features should be protected.
3. Historic preservation helps to maintain a connection to a community's history, and it helps to maintain community identity in times of high growth. This special area is home to the Seward Hall - John Ewing Hill House, placed on the National Register of Historic Places in 1988. This two-story brick residence is located at 1755 Players Mill Road in the McKay's Mill Subdivision area.

Land Use

4. Existing uses are predominantly attached or detached residential. New development shall be consistent with these predominant uses.
5. A commercial node currently exists in the McKay's Mill Subdivision at the intersection of Liberty Pike and Oxford Glen Drive. Because Special Areas within Seward Hall Character Area are identified as potential Activity Areas, additional commercial, office or retail uses are not supported.
6. Civic and Institutional uses, such as but not limited to schools and churches, are appropriate in nodes located at major intersections of collector or arterial streets.
7. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

8. This area should follow standards for the Conventional/Suburban Design Concept.
9. There are many areas that are environmentally sensitive, which have been assigned the Conservation Design Concept.
10. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.



Seward Hall

CHARACTER AREAS

Connectivity

11. Community gateways should be identified and improved. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts. The Major Thoroughfare Plan identifies roadway construction and improvements to McEwen Drive through the center of this special area. This roadway will provide an important connection between the city of Franklin and I-24.
12. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along McEwen Drive and Wilson Pike, a multi-use path and sidewalks along Cool Springs Boulevard as well as a secondary route along Oxford Glen Drive.
13. New subdivisions should provide street connections in all directions and should be designed to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic through the system, reducing the volume on major corridors. It increases accessibility and can reduce vehicle miles traveled and average trip length.

Open Space

14. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as hilltops and hillsides but also parks, private open-space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all private open space and cemeteries should be considered under the Conservation Design Concept, regardless of size.
15. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
16. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
17. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
18. Common design elements, such as fieldstone walls and wood plank fencing, should be used to create and maintain a community identity.

CHARACTER AREAS

SPECIAL AREA 2

Character

1. This area is largely either built out or committed through approved Concept Plans and typically includes attached and detached residential, parks and open space, with limited institutional and commercial uses. However, there are significantly sized parcels that are currently vacant or agricultural which may be considered for development in the future.
2. The protection of environmental features is important to this area's unique character. Of particular importance in this area are hillsides and hilltops, established clusters of trees, specimen trees and fencerows. These features should be protected.

Land Use

3. Existing uses are predominantly attached or detached residential. New development shall be consistent with these predominate uses.
4. Civic and Institutional uses, such as but not limited to schools and churches, are appropriate in nodes located at major intersections of collector or arterial streets or along Murfreesboro Road so long as the site design and traffic implications are adequately addressed.
5. There are currently limited commercial and other nonresidential uses are sprinkled throughout this special area. Because Special Areas within Seward Hall Character Area are identified as potential Activity Areas, additional commercial, office or retail uses are not supported.
6. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

7. This area should follow standards for the Conventional/Suburban Design Concept.
8. There are many areas that are environmentally sensitive, which have been assigned the Conservation Design Concept.
9. A recommended alternative for this area is the TND Design Concept, which would be appropriate when designed and developed pursuant to a Master Plan.
10. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. Lot sizes shall transition to address existing development patterns. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

CHARACTER AREAS

Connectivity

11. The Major Thoroughfare Plan identifies roadway construction and improvements to Clovercroft Road, an extension of Market Street near the eastern edge of this special area and roadway widening of Highway 96/Murfreesboro Road along the southern edge of this special area.
12. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Highway 96/Murfreesboro Road as well as secondary routes along Clovercroft Road and Oxford Glen Drive.
13. New subdivisions should provide street connections in all directions and should be designed to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic thereby reducing the volume on major corridors and easing congestion. Additionally, more local street connections increases accessibility and can reduce vehicle miles traveled and average trip length.

Open Space

14. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as hilltops and hillsides but also parks, private open-space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all private open space and cemeteries should be considered under the Conservation Design Concept, regardless of size.
15. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
16. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
17. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
18. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain a community identity

CHARACTER AREAS

SPECIAL AREA 3

Character

1. This area is largely built out and typically includes detached residential uses on larger lots. However, there are significantly sized parcels that are currently vacant or agricultural which may be considered for development in the future.
2. The protection of environmental features is important to this area's unique community character and should be protected. Of particular importance in this area is the floodplain.
3. Historic preservation helps to maintain a connection to a community's history, and it helps to maintain community identity in times of high growth. This special area is home to Cedarmon, constructed between 1816 and 1823 and placed on the National Register of Historic Places in 1984. Cedarmon is received its name from the row of cedars which lined the driveway to the house. This residence is located at 2030 Cedarmon Drive near what is now the Cedarmon Subdivision.

Land Use

4. Existing uses are predominately detached residential. New development shall be consistent with these predominate uses.
5. There are currently limited Civic and Institutional uses sprinkled throughout this special area. Additional Civic and Institutional uses are appropriate so long as the site design and traffic implications are adequately addressed.
6. Because of there is the potential for Activity Centers within Seward Hall Character Area, additional commercial, office or retail uses are not supported.
7. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

8. This area should follow standards for the Conventional/Suburban Design Concept. There are also many areas that are environmentally sensitive which have been assigned the Conservation Design Concept.
9. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. Lot sizes shall transition to address existing development patterns. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

CHARACTER AREAS

Connectivity

10. The Major Thoroughfare Plan identifies roadway improvements to South Carothers Road and Arno Road and roadway widening to Highway 96/Murfreesboro Road.
11. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Highway 96/Murfreesboro Road as well as secondary routes along South Carothers Road and Arno Road.
12. New subdivisions should provide street connections in all directions and should be planned to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic thereby reducing the volume on major corridors and easing congestion. Additionally, more local street connections increases accessibility and can reduce vehicle miles traveled and average trip length.

Open Space

13. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as floodplain but also private open-space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all private open space and cemeteries should be considered under the Conservation Design Concept, regardless of size.
14. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
15. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
16. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
17. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain a community identity.

CHARACTER AREAS

SPECIAL AREA 4

Character

1. This area is comprised of significantly large parcels that are currently vacant, agricultural, estate residential uses that may be considered for development in the future.
2. The protection of environmental features is important to this area's unique community character. Of particular importance in this area are hillsides and hilltops, floodway and floodplains, established tree stands, specimen trees and fencerows as well as rural viewsheds. These features should be protected.
3. Historic preservation helps to maintain a connection to community history, and it helps to maintain community identity in times of high growth. This special area is home to multiple historic resources including:
 - A. The John Herbert House, built in 1830 and updated in 1910, is currently on National Register of Historic Places but was approved for relocation in 2010. This home is a notable example of an early nineteenth century double pen log residence with an open breezeway or dogtrot and sits on a cut-stone foundation with exterior limestone chimneys. The main entrance is at the location of the breezeway. This home is located at 3201 Herbert Drive in the present day Breezeway Subdivision, developed with the Herbert House as its focal point. The associated Herbert Cemetery is located nearby at 537 Federal Street.
 - B. The Joseph Wilson House, built between 1861 and 1865, is a two-story frame, central passage antebellum residence with Greek revival detailing. The property was listed on the National Register of Historic Places in 1988 and has had few changes or additions since the date of construction. This home is located at 4176 Clovercroft Road.
 - C. Trinity United Methodist Church is a one-story brick Victorian Romanesque church located at 2084 Wilson Pike. Built in 1897, this structure was damaged by a tornado in 1909 and repaired to match the original design. The church was placed in the National Register of Historic Places in 1988.
 - D. The John Crafton House, located at 4378 North Chapel Road, is a one-story brick residence constructed in two phases in 1813 and then in 1830. Adjacent to the house is a log smoke house with half-dovetail notching and a gable metal roof, built in 1830. The Crafton House was placed on the National Register of Historic Places in 1988.

CHARACTER AREAS

Land Use

4. Existing uses are predominately detached residential on larger lots. New development should be Detached Residential on lots that are a minimum of one acre. If utilities and infrastructure are available, a conservation subdivision, with a minimum of 50% open space and lots of less than one acre, may be considered.
5. Limited Neighborhood and Local Retail currently exists near the intersection of Clovercroft Road and Wilson Pike. Because Special Areas within Seward Hall Character Area are identified as potential Activity Areas, additional commercial, office or retail uses are not supported.
6. There are currently limited Civic and Institutional uses sprinkled throughout this special area. Additional Civic and Institutional uses are appropriate so long as the site design and traffic implications are adequately addressed.
7. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

8. This area should follow standards for the Rural Design Concept.
9. There are also many areas that are environmentally sensitive which have been assigned the Conservation Design Concept.

Connectivity

10. Community gateways should be identified and improved. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts. The Major Thoroughfare Plan identifies roadway extension and widening to McEwen Drive in the northern portion of this special area, an extension of Liberty Pike and roadway construction, relocation, and widening to Wilson Pike running through the center of this special area, as well as improvements to North Chapel Road and roadway widening of Highway 96/Murfreesboro Road in the southern portion of this special area.
11. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for sidewalks and bike lanes along Liberty Pike, a multi-use path and bike lanes along McEwen Pike, Highway 96/Murfreesboro Road and Wilson Pike as well as secondary routes along Clovercroft Road, McEwen and North Chapel. A secondary tributary route has been identified along Mayes Creek and Wilson Pike Creek.
12. New subdivisions should provide street connections in all directions and should be planned to connect with adjacent planned or existing roads. Establishing more local street connections helps disperse traffic thereby reducing the volume on major corridors and easing congestion. Additionally, more local street connections increases accessibility and can reduce vehicle miles traveled and average trip length.
13. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain the land-use character of the area.

CHARACTER AREAS

Open Space

1. Areas identified for the Conservation Design Concept include key environmentally sensitive sites such as floodplain but also private open-space over five acres, utilities and cemeteries. Although they may not be graphically indicated, all parks, private open space and cemeteries, regardless of size, are considered to be conservation areas and should be protected.
2. Redevelopment of any existing private open spaces should be considered in conjunction with the overall subdivision layout and the City's open space requirements.
3. Cemeteries shall be governed by all federal, state and local laws, as appropriate.
4. The Greenway and Open Space Plan identifies a potential park and trail heads in areas surrounding the intersections of Wilson Pike, the Railroad and Future Wilson Pike, Clovercroft Road, North Chapel Road as well as Wilson Pike Creek and Mayes Creek.
5. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
6. Common design elements, such as fieldstone walls and black wood plank fencing, shall be used to create and maintain the land-use character of the area.

SPECIAL AREA 5

This area was de-annexed from the City of Franklin in 2007. It is anticipated that this area will develop with a Suburban/Conventional Design Concept and with the predominant land use being Detached Residential. The protection of environmental features is important to this area's unique community character. Of particular importance in this area are hillsides and hilltop, established clusters of trees or tree rows, as well as rural view sheds. These features are encouraged to be protected.

SPECIAL AREA 6

This area has been assigned the Mixed Use Design Concept and should be developed as a mixed-use area pursuant to a Master Plan. The Master Plan should accommodate existing topography and hillsides, including areas of useable open space in the overall design.

Appropriate uses include Attached and Detached Residential, Neighborhood Retail, Local Retail, Office and compatible Civic Institutional uses such as fire stations, libraries, and schools.

Improvements to Cool Springs Boulevard and McEwen Drive are planned and will increase vehicular accessibility to this area. Associated pedestrian-oriented infrastructure as part of these improvements are encouraged. Pedestrian connections should be made to nearby Liberty Park and along Cool Springs Boulevard and McEwen Drive.

CHARACTER AREAS

SPECIAL AREA 7

Character

1. This area currently comprised of residential, civic/institutional uses as well as vacant properties that may receive development pressures in the future due to widening of Highway 96/Murfreesboro Road and the potential extension of Market Street.
2. The protection of environmental features is important to this area's unique character.
3. A special area amendment is encouraged when the location and alignment of the Market Street extension is finalized.

Land Use

4. Existing uses are predominantly Civic/Institutional Uses and Detached Residential. Additional similar uses are appropriate.
5. If adequate infrastructure is available, Neighborhood Retail, Civic/Institutional Uses, Professional Offices and Attached Residential may be appropriate. If these uses are proposed, a master plan is encouraged.
6. New growth should be encouraged only in areas where adequate public water, sewer and streets are currently available or are planned.

Development Form

7. This area should follow standards for the Conventional/Suburban Design Concept.
8. Once adequate infrastructure is available and the extension of Market Street is further refined, a Local Commercial Activity Center may be an appropriate alternative Design Concept. Associated uses are limited to those identified in the section above.
9. A transition to adjacent uses and development patterns should be provided. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

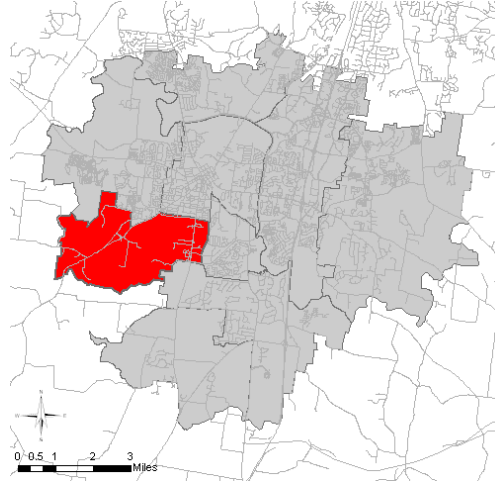
Connectivity

10. Community gateways should be identified and improved. Gateways can be key entrances into the community, or they can be key connections between neighborhoods or business districts. The Major Thoroughfare Plan identifies roadway extension and widening to Murfreesboro Road and Market Street running through the center of this special area.
11. Greenways should be encouraged as they provide an open space network between neighborhoods, mixed use centers, office and commercial developments, business districts, parks, schools and historic sites. The Greenway and Open Space Plan calls for a multi-use path and bike lanes along Murfreesboro Road.

Open Space

1. A well-integrated network of connected open space and parks shall be encouraged to add public amenities and to preserve the existing qualities of the area.
2. Common design elements, such as fieldstone walls and wood plank fencing, shall be used to create and maintain the land-use character of the area.

CHARACTER AREAS



SOUTHALL

PLANNING BACKGROUND

The Southall Character Area straddles Carters Creek Pike and Columbia Avenue to the southwest and south of downtown Franklin. To the north, the area is bound by the West Harpeth and Central Franklin Character Areas, to the east by the Carnton and Goose Creek Character Areas and to the south and west by the UGB. There are approximately 4,230 acres in the area, and large residential lots and vacant land account for a majority of that acreage. There are almost 400 acres dedicated to industrial uses, which is more than half of the region's total (although much of this is the rock quarry), and there is also some commercial and office space. There is no Attached Residential in this area.

Rolling Meadows Subdivision, in the adjacent West Harpeth Character Area, is an example of a desirable affordable neighborhood. Affordable housing is an important element that should be provided for in the area.

The lack of sewer infrastructure limits residential development in the southern portion of the area, unless advanced on-site technology is permitted. Other areas of inadequate infrastructure include the need for additional collector roads necessary to access undeveloped pockets of land.

The Southall Character Area has rich natural resources including rolling terrain with significant areas constrained by steep slopes (twenty percent or greater), hilltops and significant mature tree cover that provides habitat for wildlife.

These features should be preserved to the greatest extent possible to maintain the environmental quality and scenic views within the area.

The Lula Lane incinerator is no longer operating and provides an opportunity for redevelopment. Whenever possible, opportunities to create parks and to preserve open space should be pursued. Connectivity of these elements as part of a regional network is important.

CHARACTER AREAS

Several issues arise in regard to the Columbia Avenue corridor: Excessive signage creates a visual blight along the corridor; as it continues to develop and redevelop, efforts are required to improve the visual aspect of the signage. There is the potential to widen Columbia Avenue from Downs Boulevard to the outer limits of the UGB.

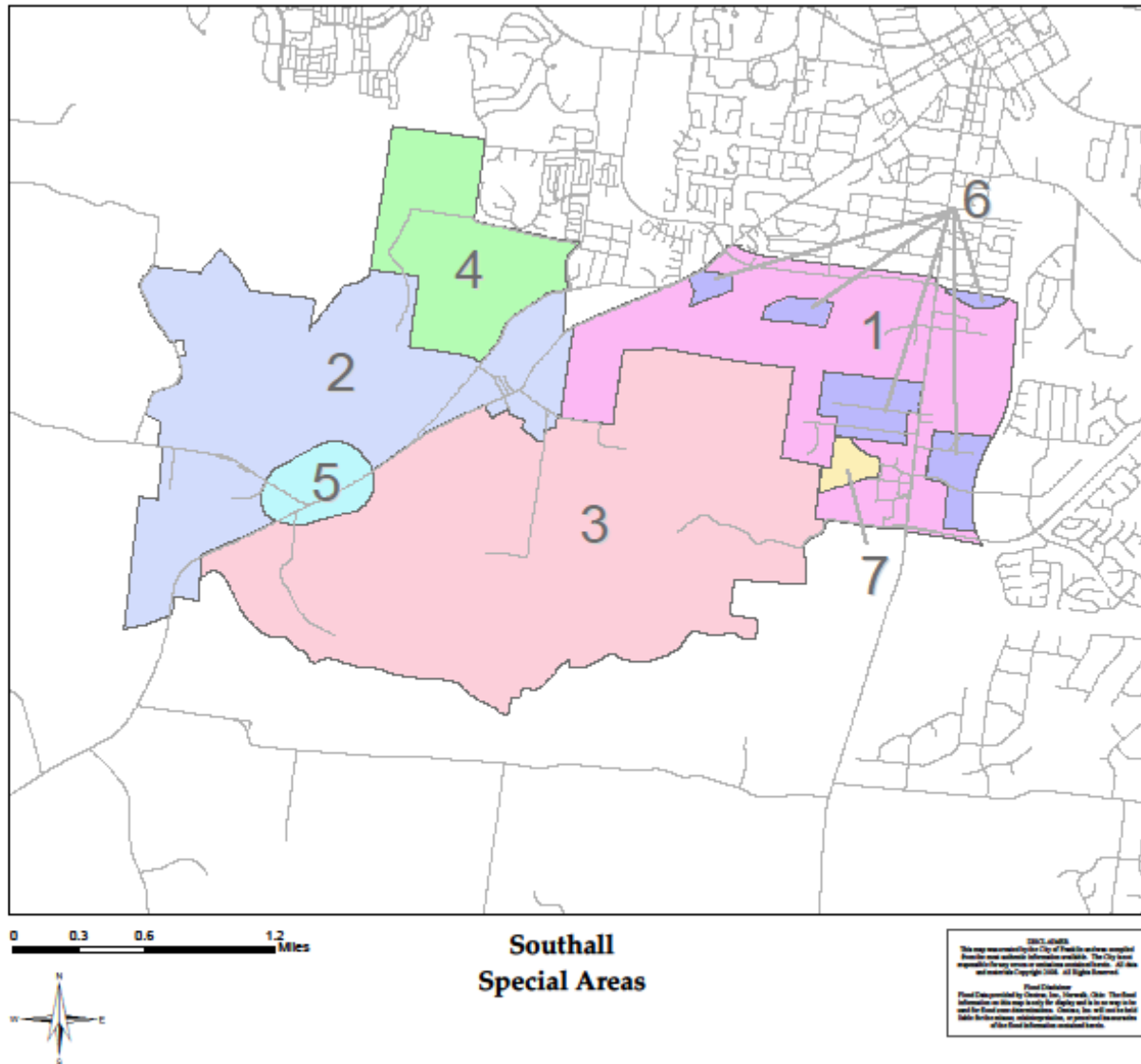
Additional opportunities in the southeast portion of the area will be opened if light rail is developed along the CSX Rail line.

The Vulcan rock quarry will continue to exist in the long term, and development near the site should respond to the impacts of this use.

VISION

The Southall Character Area will remain semi-rural with strong preservation of natural features, particularly of hillsides and hilltops. Development will respect and enhance the character of the area while creating neighborhoods and preserving natural features, such as steep slopes, hilltops and floodplains.

CHARACTER AREAS



CHARACTER AREAS

SPECIAL AREA 1

1. The Columbia Avenue corridor shall be improved pursuant to the Franklin Major Thoroughfare Plan.
2. Streetscape improvements, including sidewalks, shall be implemented along this corridor.
3. The existing land-use pattern is expected to remain along the Columbia Avenue corridor, with the application of the city's improved design standards gradually improving the quality of development in this area.
4. Appropriate land uses include Light Industry and related uses.

SPECIAL AREA 2

1. The minimum lot size shall be five acres with Detached Residential.
2. Given the existing development pattern, the size of the area and topographic constraints, Hamlets would not be appropriate.

SPECIAL AREA 3

1. Hamlets or Conservation Subdivisions that respect the extensive hillside and hilltop constraints in the area shall be approved when designed around small neighborhoods consisting of approximately 150 dwelling units accommodating approximately 400 residents.
2. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.

SPECIAL AREA 4

1. This area shall have vehicular and pedestrian connections to Westhaven and Willow Springs PUD Subdivisions.

CHARACTER AREAS

SPECIAL AREA 5

1. As the Southall Character Area develops, Special Area 5 will be appropriate for Local Retail.

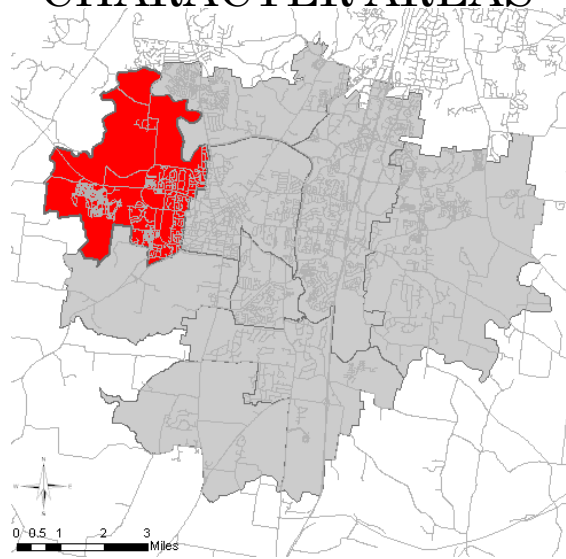
SPECIAL AREA 6

1. This Special Area shall be reserved for Heavy Industry uses.

SPECIAL AREA 7

1. Attached residential units shall be permitted.
2. Open space shall be oriented to preserve existing natural features of the site. The major streams and associative vegetation shall be preserved and enhanced as a community amenity.
3. The development shall include planned open spaces and pedestrian connections to the surrounding land uses and Conservation Areas.
4. Interconnectivity to the north shall be prohibited. Interconnectivity shall be provided to the east and west and in addition require north/south interconnectivity to the east within Special Area 1 to Century Court.
5. Existing stream and perimeter vegetation shall be preserved to provide buffer to adjacent retail/office and industrial uses. Additional buffering techniques shall be implemented to supplement existing perimeter vegetation.

CHARACTER AREAS



WEST HARPETH

PLANNING BACKGROUND

The West Harpeth Character Area contains 6,120 acres located on the northwestern edge of the UGB. New Highway 96 West transverses the area, and Hillsboro Road is near the eastern boundary. The area is bound to the northeast by the Harpeth River and to the west and northwest by the West Harpeth River. The Central Franklin Character Area is to the east, and the Southall Character Area bounds the area to the south.

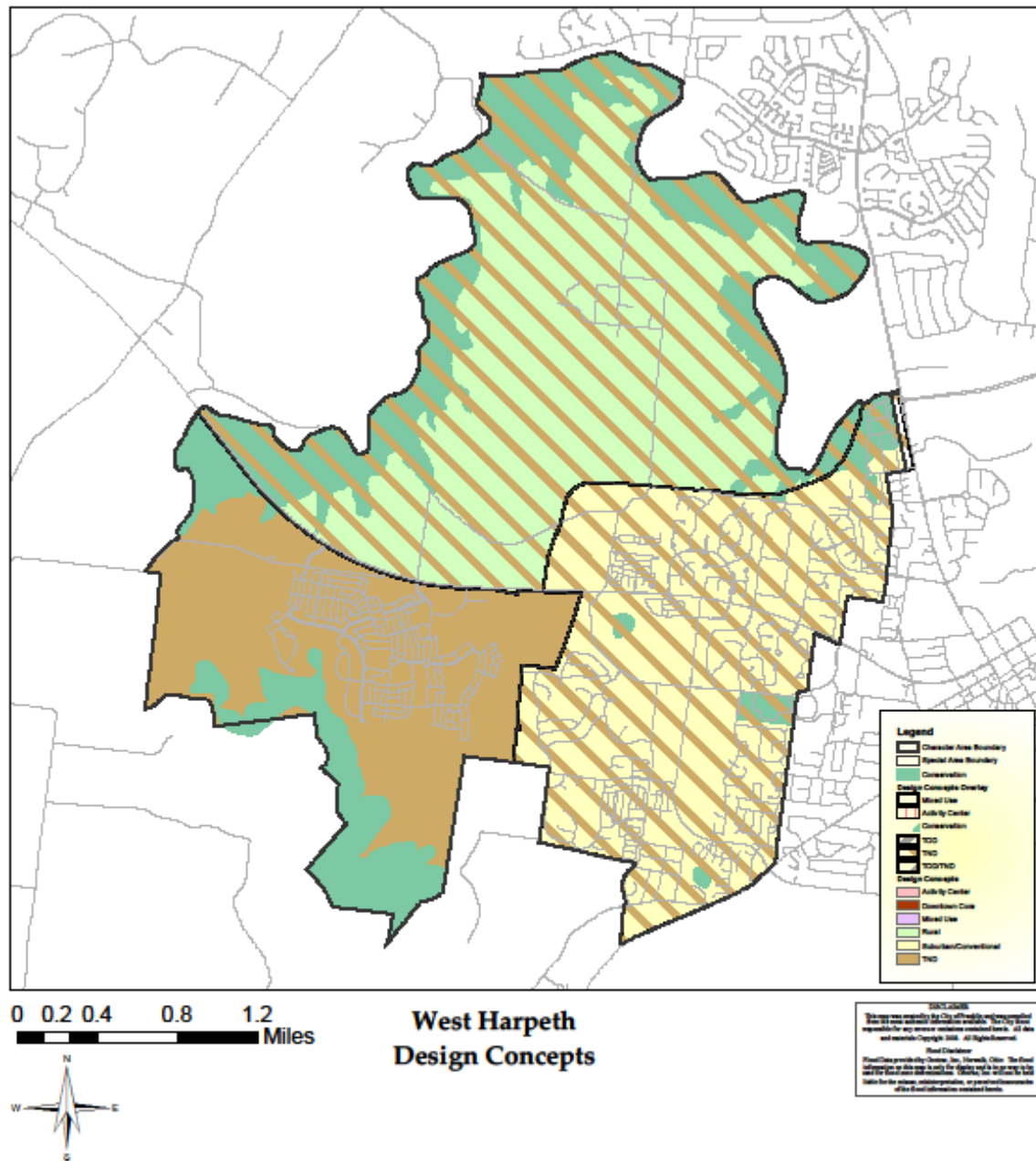
About one-half of the land in the area is vacant or agricultural. The developed land is primarily residential, although nonresidential uses have been approved in conjunction with the Westhaven development. The Harpeth and West Harpeth Rivers create substantial floodplain constraints. The area is also home to historic farmstead sites.

This area is in the midst of rapid change. Major planned developments are in the process of approval and construction. The Westhaven TND is the dominant new development for the area. There will be some 2,700 dwelling units provided by this and other approved developments. These developments are taking place in comprehensive mixed-use designs, with a variety of housing types integrated with Neighborhood and Local Retail, office spaces and community open space and facilities.

The forces that may have the greatest impact on the future character of the West Harpeth Character Area include the improvement of infrastructure. Both the completion of Mack Hatcher Parkway and expanded power lines will open the area to additional development. A sewer line is being constructed to handle the future needs of the area.

While property rights are respected, new development should be timed with availability of infrastructure. The subdivision of land into one-acre lots proliferates sprawl and is inappropriate in this area.

CHARACTER AREAS



[illegible]

CHARACTER AREAS

VISION

The West Harpeth area will be an exemplary model for the way in which new development can be accommodated while preserving open space, sensitive environmental features and historic farmsteads. It will be an area of high quality guided by design standards and mixed-use developments.

SPECIAL AREA 1

1. The entirety of this area is the Westhaven TND and will include a Mixed-Use Center.

SPECIAL AREA 2

1. Smaller lots should not be located on the exterior of a proposed development adjacent to, or across the street from, larger lots of an existing development. However, if the applicant proposes an alternative, and if potential conflicts will be created, the applicant shall give justification as to how they will be mitigated or avoided.
2. Neighborhood Retail is appropriate at the southeast quadrant of Horton Lane and Willow Springs Boulevard, but only in conjunction with other uses.
3. Although Design Concepts other than TND are appropriate, nonresidential uses should have buildings that front the street, with parking to the side or rear of the structures, and shall be incorporated in a location that promotes pedestrian access.

SPECIAL AREA 3

1. This area is appropriate for a Hamlet, a Conservation Subdivision or a TND pursuant to a Master Plan and that at least fifty percent of the area—targeted towards environmentally sensitive or scenic areas and vistas—is preserved as permanent open space.
2. A 300-foot setback is recommended for the north side of New Highway 96 West.
3. Commercial, Office and Retail uses shall not front along New Highway 96 West.

SPECIAL CONSIDERATION FOR MACK HATCHER PARKWAY EXTENSION

1. The extension of Mack Hatcher Parkway should include design consideration in the following areas:
 - A. Reduced design speeds.
 - B. Use of roundabout intersections with New Highway 96 West and other major intersections.
 - C. Provision for alternative modes of transportation with city park features and properly designed medians and sidewalks.
 - D. Provide tree-lawn buffers at least five feet wide between the sidewalk and the curb.
 - E. Preserve natural features by following the natural contours of the land, rather than blasting through them, and contain such features within the medians.
2. If TVA power lines are built within the West Harpeth Character Area, they should be placed underground.
 - A. Use the route and right-of-way for the extension of Mack Hatcher Parkway to traverse the area wherever possible.
 - B. If the lines are not placed underground, they should leave the Mack Hatcher Parkway right-of-way when the road turns south to prevent the lines from running along the New Highway 96 West right-of-way.

GATEWAYS AND CORRIDORS

GATEWAYS AND CORRIDORS

INTRODUCTION

The *Franklin Land Use Plan* focuses on creating and preserving well-designed and distinct neighborhoods and districts. The way in which the neighborhoods and districts are connected can be tied into an integrated network of the City's Gateways and Corridors.

By dividing the Gateways & Corridors into three respective sections the *Franklin Land Use Plan* aims to align focus for future development and design in a clear and concise manner. These sections are:

Transportation Network

The Transportation Network section will serve as a means to guide planning based on the character of vehicular corridors within the network. Referencing information directly from the *Major Thoroughfare Plan* and the *Franklin Roadway Enhancement Master Plan*, this section will document gateways and other significant corridors in the community.

Greenways Network

Pulling from the *Greenway and Open Space Plan* and its companion document the *Bicycle and Pedestrian Plan*, the Greenways Network section is vital as a means to improve transportation options, conserve natural environments, and incorporate sustainable initiatives into our City standards.

Mass Transit

Mass transit must be viewed in its regional context in order to be effective. As such, data provided by the Franklin Transit Authority and information found with the MPO's *Regional Transportation Plan 2035* is used to guide the City's initiatives as we look to incorporate a viable future for our region and city.

This framework will serve as the orienting framework within which the neighborhoods and business districts are located. The primary gateways and corridors are illustrated on the Gateways and Corridors Map, while the various transportation modes are outlined in detail in the Greenway Networks Map. The specific qualities of the various corridors and gateways will depend on the unique qualities of the Character Area in which they are located, the scale or type of corridor, and the functional and engineering requirements of each corridor. The goal is to have a series of connected corridors that are designed for functional efficiency, encourage multiple travel options, promote environmental preservation and improve community aesthetics.

GATEWAYS AND CORRIDORS

The Corridor network should connect, in turn to a system of “gateways” that serve as symbolic entrances into and between areas of the city. Through such a system, the city will reinforce and strengthen a sense of quality community character, identity, and pride.

A successful plan for such a system must recognize several factors:

1. It will require a long-term commitment to implement.
2. It must include policies and implementation tools related to both the public realm (within the public right-of-way) and the private realm (private development).
3. It will require a balancing of planning for new areas and facilities and the gradual retrofitting of existing areas and facilities, since many corridors and potential gateways are located in existing, developed areas.



GATEWAYS AND CORRIDORS

BACKGROUND

The City of Franklin's *Gateways and Corridors Plan* is meant to act as a guide for overall implementation of projects. All information contained within this section has been compiled from documents described below, which have been endorsed or approved by the City of Franklin. This list is in no way exhaustive and the City of Franklin encourages you to review the *Administrative Manual* and the City's website for additional resources regarding design standards, planning approval processes, and more information regarding Gateways and Corridors.

MAJOR THOROUGHFARE PLAN

The *Major Thoroughfare Plan* was adopted in 2001 and updated in 2011. The study included an assessment of existing conditions of the City's transportation system, projection of the City's future transportation needs, and development of roadway improvement projects to address future deficiencies. In addition, the *Major Thoroughfare Plan* includes the *Bicycle and Pedestrian Plan Update*. This document is designed to increase mobility, promote additional transportation choices, and promote a higher quality of life.

FRANKLIN ROADWAY ENHANCEMENT MASTER PLAN (FREMP)

The *Franklin Roadway Enhancement Master Plan (FREMP)* was adopted in June of 2001, and outlines the ways in which the character of the community's corridors can be improved. The plan does not focus specifically on gateways but treats the roadways themselves as entry points into the community. The design of any improvements to the rights-of-way, or development along the identified corridors, should follow the recommendations set forth for the Character Areas, as well as the standards in the FREMP.

FRANKLIN CORRIDOR AND CONNECTOR STREETS ECONOMIC DEVELOPMENT PROJECT

Developed in 2005, the *Corridor and Connector Streets Economic Development Project* was designed to supplement the *Franklin Road Enhancement Master Plan*. The major focus of the plan is the development of design standards for specific corridors in the downtown Franklin area.

GATEWAYS AND CORRIDORS

FRANKLIN TRANSPORTATION & TECHNICAL STREET STANDARDS

Adopted in 2007, this document describes transportation design requirements that present a comprehensive approach to designing new and modified streets within the city of Franklin. These requirements will provide better streets throughout the city, reflecting best practices while providing more capacity with safe and comfortable travel for motorists, pedestrians, bicyclists, and transit riders.

GREENWAY AND OPEN SPACE PLAN

Adopted in January 2010, the purpose of the *Greenway and Open Space Plan* is to serve as a guide for incorporation of new and existing pedestrian facilities as vacant property is developed and current plans are implemented. In addition, the plan also aims to prepare a phased implementation plan for development of contiguous, functional, sustainable, recreational, educational open space and greenway network as an alternative mode of transportation and connectivity.

REGIONAL TRANSPORTATION PLAN 2035

Adopted in December 15, 2010 by the Nashville Area's Metropolitan Planning Organization's Executive Committee, the *Regional Transportation Plan* establishes guiding principles, goals and objectives for the enhancement of Middle Tennessee's transportation system over the next 25 years. This plan, updated every 5 years, details a multi-modal strategy to support the economic growth and prosperity goals of the region's communities, while dealing with the problems of future congestion, concerns for the health, safety and security of travelers, as well as the negative effects that system expansion has on the natural and socio-cultural environment.

WAYFINDING SIGN PROGRAM

Developed in 2008, the *Wayfinding Sign Program* is detailed and includes fonts and colors that should be used on the signage, as well as the locations of the signs along key corridors and near popular destinations.

GATEWAYS AND CORRIDORS

THE TRANSPORTATION CORRIDOR NETWORK



The way in which people travel via automobiles from one place to another and what they see along the way also has a strong influence on the character of the City of Franklin.

GATEWAYS AND CORRIDORS

DESIGN ELEMENTS

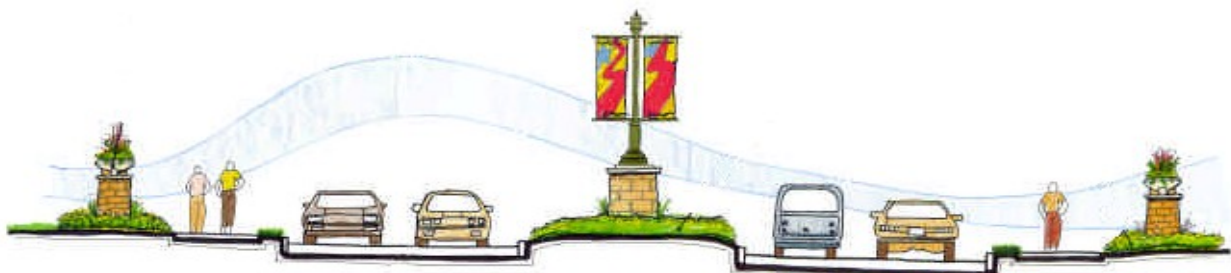
The Transportation Corridors and Gateways identified in this section include:

Carters Creek Pike	Mack Hatcher Pkwy, <i>existing</i>	Hillsboro Road
Murfreesboro Road	Mack Hatcher Pkwy, <i>proposed</i>	New Highway 96 West
Columbia Avenue	McEwen Drive, <i>proposed</i>	Liberty Pike, <i>existing</i>
Goose Creek Bypass	Lewisburg Avenue	Liberty Pike, <i>proposed</i>
	Franklin Road	

Special design elements should be incorporated into development along Corridors and within Gateways. Signage and landscaping in these areas should enhance and convey the desired character of the community.

This plan provides an overview of templates for urban and suburban corridors. A series of design requirements and standards is established for each template in the Franklin Road Enhancement Master Plan. Interstate interchanges are identified as areas of particular importance because they link the community to the rest of the region and beyond. Each corridor will be classified as urban (such as the downtown core), neighborhood, suburban, or rural in character. These are not to be confused with previously outlined Character Areas, but are meant to express the overall density, intensity and design of the corridor.

Appropriate design features should incorporate classic and formal design streetscaping elements that reflect the historic character of the Middle Tennessee Region. These elements include the use of natural stone in monuments and dry-stack walls. Fences of black board are a feature common to the rural areas of the community; and this theme should be incorporated and expanded. Gateways should allow for monument structures with formal planting areas set against manicured lawns. All streetscape elements should be constructed of durable and natural materials to allow for natural weathering processes and reduced maintenance.



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GATEWAYS AND CORRIDORS



Corridors are divided into four types of settings meant to characterize the overall density, intensity and design of the area. They are:

RURAL

Characterized by low-density development and limited residential and commercial structures. Natural landscapes are more typical in a rural area.

SUBURBAN

Characterized by slightly increased residential and commercial density, this area still experiences a lower population density and intensity of commuters.

NEIGHBORHOOD

Characterized by a greater intensity of residential developments. Corridors in this area lend themselves to accommodating multi-modal transportation.

URBAN

Characterized by high intensity, mixed use developments. Corridors in this area accommodate multi-modal transit options and designated on-street parking.

GATEWAYS AND CORRIDORS

CARTER'S CREEK PIKE / WEST MAIN STREET

Carter's Creek Pike/West Main Street provides a western entrance to the City of Franklin. At its most westerly point its setting is rural, transitioning to neighborhood at Downs Boulevard and later to urban at the Downtown Core of Franklin. Future design concepts should create an ease of transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's rural, neighborhood character.



EXISTING CONDITIONS

This corridor is unique in its transition from rural to urban in character. Currently a two-lane highway, it features turning lanes at major intersections. Residential density increases near Downs Boulevard, however pedestrians have little to no access to sidewalks until reaching the downtown core. There are no defined bicycle lanes or routes. Overhead utilities on both sides of the corridor are standard. Additionally, limited landscaping provides an opportunity to establish a theme and character reflecting Franklin's rural and natural beauty.



GATEWAYS AND CORRIDORS

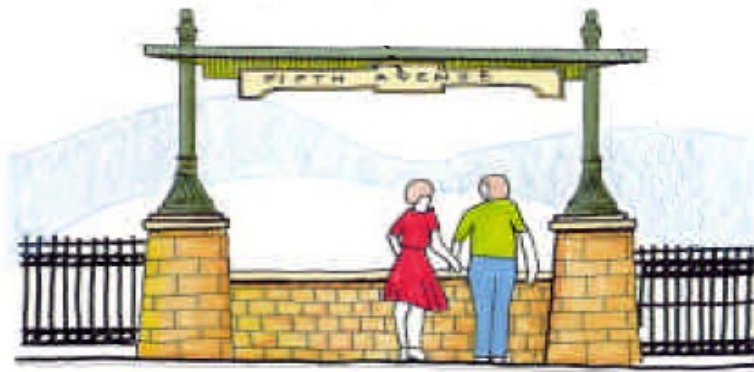
COLUMBIA AVENUE

Columbia Avenue serves as a Southern gateway to the City of Franklin. Moving north, its setting is rural, transitioning to suburban at Mack Hatcher Parkway, and to neighborhood at Downs Boulevard. Finally, the corridor transitions to urban at the Downtown Core. Future design concepts should create an ease of transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's transitional character.



EXISTING CONDITIONS

Columbia Avenue is mainly a three-lane highway with a standard center turn lane. From Mack Hatcher Parkway to Fairground Street, the corridor features a two foot shoulder. However, curb and gutter are included in the ROW from Fairground Street to the Five Points Intersection.. There are no defined bicycle lanes or routes. Overhead utilities on both sides of the corridor are standard, but are moving underground as enhancements along the road are made. Additionally, as this is a gateway into the Downtown Core, special attention should be paid to wayfinding and signage.



GATEWAYS AND CORRIDORS

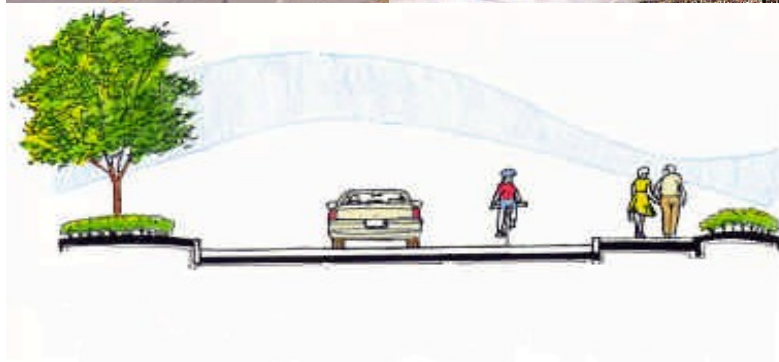
FRANKLIN ROAD

Franklin Road serves as a Northern gateway to Franklin. Its setting is typically rural, with neighborhoods on the north end of the corridor near Moores Lane and another neighborhood area beginning at The Factory. Its final transition occurs at the Downtown Core, where the corridor becomes urban in nature. Future design concepts should create an appropriate transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's rural, neighborhood character.



EXISTING CONDITIONS

The area is unique and has tremendous scenic value to the community. The land around the intersection of Franklin Road and Mack Hatcher Parkway is highly visible due to topography rises and elevation changes. Most of the structures have significant setbacks from Franklin Road. Downtown Franklin is a picturesque and economically viable city center with rural uses along Franklin Road as it transitions into the traditional town. Currently, pedestrians and bicyclists do not have access to dedicated routes along this corridor. Future development plans should incorporate these elements, if possible. Additionally, as this is a gateway into the Downtown Core, special attention should be paid to wayfinding and signage.



GATEWAYS AND CORRIDORS

GOOSE CREEK BYPASS

Goose Creek Bypass provides a southern entrance to the City of Franklin. Its setting is mostly rural, transitioning to suburban at Lewisburg Pike. Future design concepts should form a connection with Interstate-65, while retaining the corridor's rural, suburban character.



EXISTING CONDITIONS

This two-lane corridor existing south of Franklin is a major arterial connecting Interstate-65 to Columbia Avenue and Lewisburg Pike. Center turn lanes are provided at major intersections, and shoulder width allows for ten feet on either side of the roadway. Pedestrians lack access to sidewalks or crosswalks, and there are no current plans for dedicated bicycle routes. Overhead utilities on both sides of the corridor are standard, and opportunities to further enhance this corridor should be achieved as development and redevelopment commences with the approved Concept Plans for this area.



GATEWAYS AND CORRIDORS

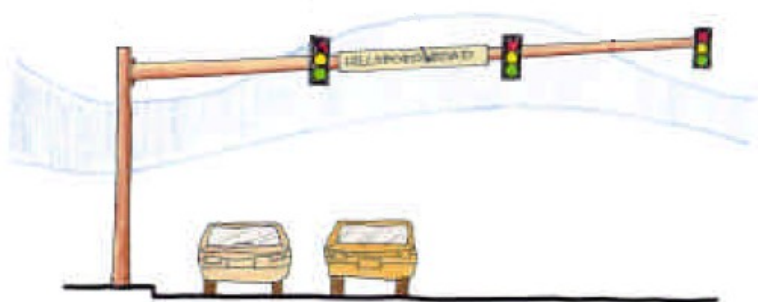
HILLSBORO ROAD

Hillsboro Road serves as another Northern gateway to Franklin. Its setting is suburban, transitioning to neighborhood at Mack Hatcher Parkway and to urban at the Downtown Core. Future design concepts should create a transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's suburban, neighborhood character.



EXISTING CONDITIONS

A 4-lane major arterial, Hillsboro Road north of Mack Hatcher Parkway features a partial grass median and center turn lane. Pedestrians have access to curblane sidewalks and a tunnel at the intersection of Fieldstone Parkway. There are currently no dedicated bicycle lanes or routes on this corridor. Overhead utilities on both sides of the corridor are standard. Additionally neighborhood monuments and wayfinding elements provide an opportunity to establish a theme and character reflecting Franklin. South of Mack Hatcher Parkway, there are improvements planned for the corridor which include transitioning to underground utilities and establishing bicycle lanes on the existing shoulder.



GATEWAYS AND CORRIDORS

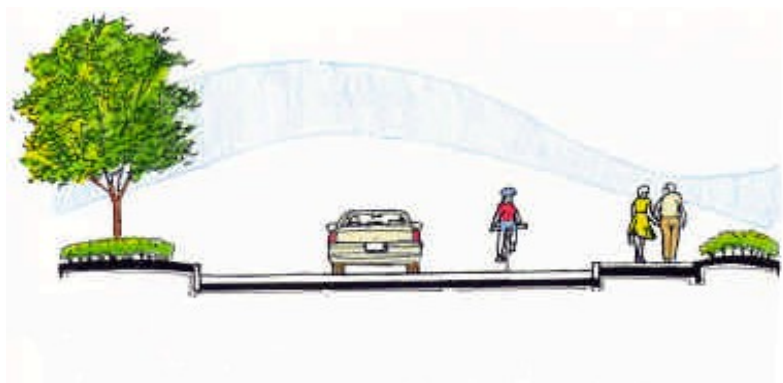
LEWISBURG AVENUE

Lewisburg Avenue serves as a Southern gateway into Franklin. Its setting is mostly suburban, however transitions occur at the rail road tracks near Stewart Street and the Downtown Core to neighborhood and urban respectively. Future design concepts should create an appropriate transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's neighborhood and urban character.



EXISTING CONDITIONS

A major arterial with shoulders ranging from one and a half to four feet, this corridor features two lanes with center turning lanes at major intersections. Pedestrians have access to curblined sidewalks after the railroad tracks near Stewart Street, heading into the Downtown Core. There are no dedicated bicycle routes on this corridor and overhead utilities on both sides of the corridor are standard. Neighborhood monuments provide an opportunity to establish a theme and character reflecting the historic character of Franklin, and special attention should be paid to wayfinding and other signage. Landscaping efforts are designed toward the suburban/rural to the urban/historic in nature.



GATEWAYS AND CORRIDORS

LIBERTY PIKE

Liberty Pike provides an eastern entrance to Franklin. Its setting is suburban, with a transition to neighborhood occurring at Mack Hatcher Parkway. Future design concepts should maintain the corridor's suburban and neighborhood design character.



EXISTING CONDITIONS

Considered a minor arterial, the Liberty Pike corridor is primarily two lanes, with no median and a four to six foot wide shoulder. In some areas, a sidewalk has been integrated for pedestrian use. In addition, Liberty Pike integrates 2.4 miles of dedicated bicycle route between Franklin and Liberty Roads, and 2.5 miles of bicycle lanes from Liberty Road to the Eastern Terminus.

Underground utilities on both sides of the corridor are standard. Neighborhood monuments and suburban/rural landscaping characteristics provide an opportunity to establish a theme and character reflecting the City of Franklin.



GATEWAYS AND CORRIDORS

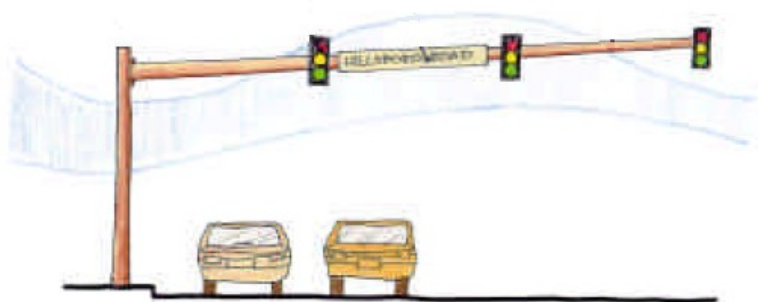
MACK HATCHER PARKWAY

Mack Hatcher Parkway provides a central passage around the perimeter of Franklin. Its setting is suburban in character. Future design concepts should standardize on the suburban character of the corridor.



EXISTING CONDITIONS

Officially classified as an expressway, Mack Hatcher Parkway has limited access to residential and commercial sites in the area. Characterized by its two-lane highway, the corridor widens to four lanes with a concrete median at intersections, and features shoulder widths of ten feet on either side. Not intended for heavy use by pedestrians, the road lacks access to both sidewalks and bicycle paths, however multiuse paths may be incorporated with future improvements. This corridor is free of overhead utilities and maintains focus on suburban/rural landscaping.



GATEWAYS AND CORRIDORS

McEWEN DRIVE

McEwen Drive provides an eastern entrance to the City of Franklin. Its setting is suburban. Future design concepts should maintain the suburban character of the corridor.



EXISTING CONDITIONS

As a major arterial near both a residential and commercial area of Franklin, McEwen Drive is characterized by four lanes of highway divided by a grass median and center turn lane. This tapers down to a two lane highway with a one foot wide shoulder driving eastward along Carothers Parkway. Pedestrians have access to sidewalks until this transition. Bicycle lanes exist for a one mile span between Liberty Road and Cool Springs Boulevard and underground utilities are standard. Neighborhood monuments provide an opportunity to establish a theme and character reflecting Franklin.



GATEWAYS AND CORRIDORS

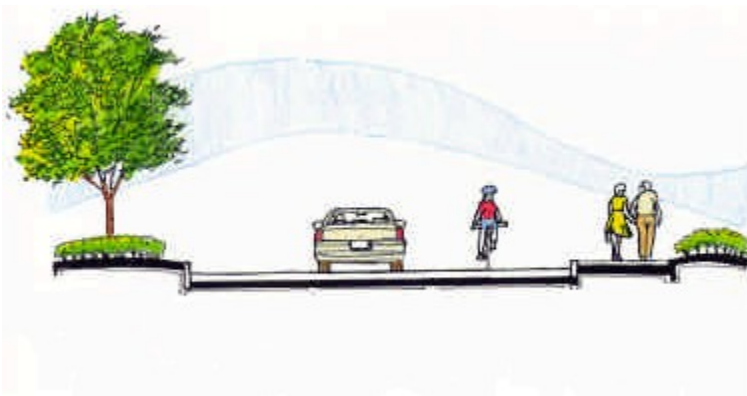
MURFREESBORO ROAD

Murfreesboro Road serves as the Eastern gateway into the City of Franklin. Its setting is suburban, transitioning to neighborhood at Mack Hatcher Parkway and urban at the Harpeth River. Future design concepts should create a transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's suburban, neighborhood character.



EXISTING CONDITIONS

Murfreesboro Road (State Highway 96 East), is a four lane major arterial with a grass median and center turn lane within the commercial district. Outside of this area, the corridor is two lanes with a shoulder four feet in width, with widening planned for the future. Overhead utilities are standard on both sides of the street. Currently, there is no dedicated bicycle route on this corridor. Landscaping maintains focus on suburban/commercial plantings which are low maintenance and enhance the character and natural beauty of Franklin. In addition, as this is a gateway into the Downtown Core, special attention should be paid to wayfinding and signage.



GATEWAYS AND CORRIDORS

NEW HIGHWAY 96 WEST

New Highway 96 West serves as the Western gateway into Franklin. Its setting is rural, with transitions occurring at Downs Boulevard, Boyd Mill Avenue by Jim Warren Park, and at the Downtown Core to suburban, neighborhood and urban respectively. Future design concepts should create a transition between these designs, forming a connection with the historic character of Downtown, while retaining the corridor's existing character.

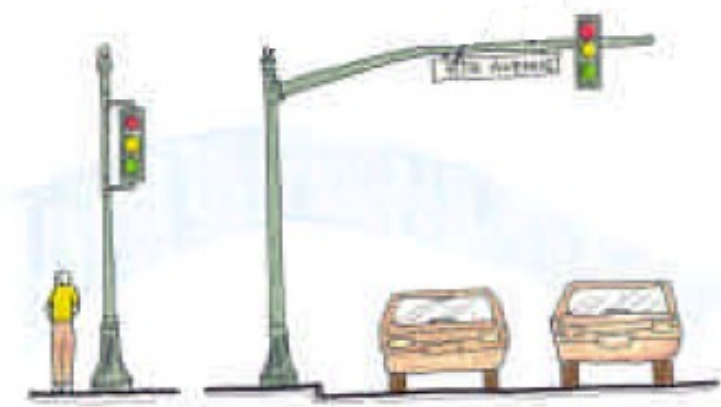


EXISTING CONDITIONS

New Highway 96 West is a major arterial transitioning from two lanes to three when the design changes from rural to urban. Bicyclists have access to a 4.4 mile bicycle route from the western boundary to 5th Avenue, creating an access point for downtown Franklin. Currently, there is no sidewalk, however the shoulder width of the corridor falls between six to nine feet, which can accommodate pedestrian enhancements. Overhead utilities are standard on both sides of the street. Special attention should be paid to wayfinding and signage and landscaping



should transition from suburban/rural to neighborhood/conventional and eventually to urban/historic. Focus should be kept on low maintenance plantings.



GATEWAYS AND CORRIDORS

LANDSCAPE IMPROVEMENTS

SUBURBAN/RURAL

Suburban residential roadway designs shall be planted in a naturalistic manner, reflecting the importance of the natural setting. This is accomplished by the utilization of native species and naturalistic planting schemes, along with a sensitivity to the existing natural and man-made surroundings. Future development plans shall incorporate all necessary landscape elements, including but not limited to irrigation and usage of native and drought resistant plants, with an emphasis on low maintenance plantings.

STREET TREES	ORNAMENTAL TREES	SHRUBS	PERENNIALS/GROUNDCOVERS	VINES
RED MAPLE	DOGWOOD	FRINGE TREE	DAYLILY	WISTERIA
WHITE ASH	BLACKHAW VIBURNUM	VIRGINIA SWEETSPIRE	TENNESSEE CONEFLOWER	
HONEYLOCUST	AMELANCHIER SERVICEBERRY	HYDRANGEA	ASTER	
SWAMP WHITE OAK	HAWTHORNE	VIBURNUM	COREOPSIS	
YELLOWWOOD	STAR MAGNOLIA	RED TWIG DOGWOOD	RED SWITCH GRASS	
LITTLELEAF LINDEN	SWEETBAY MAGNOLIA	WINTERBERRY HOLLY	TURF	
BUR OAK		WITCH HAZEL		
SEEDLESS SWEETGUM				

NEIGHBORHOOD/COMMERCIAL

Neighborhood/Commercial roadways should be developed with the understanding that in many cases, landscaping should serve as a backdrop to the wayfinding and directional signage of the area. Plantings should improve the quality of the drive, rather than create visual competition along the roadway. Future development plans shall incorporate all necessary landscape elements, including but not limited to irrigation and usage of native and drought resistant plants, with an emphasis on low maintenance plantings.

STREET TREES	ORNAMENTAL TREES	SHRUBS	EVERGREEN TREES	PERENNIALS/GROUNDCOVERS	VINES
RED MAPLE	DOGWOOD	VIBURNUM	BERKII E. RED CEDAR	DAYLILY	WISTERIA
WHITE ASH	BLACKHAW VIBURNUM	RED TWIG DOGWOOD	WHITE FIR	TENNESSEE CONEFLOWER	RED WOODVINE
HONEYLOCUST	AMELANCHIER SERVICEBERRY	WINTERBERRY HOLLY	WHITE PINE	ASTER	
SWAMP WHITE OAK	HAWTHORNE	WITCH HAZEL	SPRUCE	BLACKEYED SUSAN	
YELLOWWOOD	WINTER KING HAWTHORNE	HYDRANGEA		RED SWITCH GRASS	
LITTLELEAF LINDEN	SWEETBAY MAGNOLIA			WILDFLOWER MIX	
BUR OAK	STAR MAGNOLIA			YARROW	
SEEDLESS SWEETGUM				RUSSIAN SAGE	
				TURF	

GATEWAYS AND CORRIDORS

URBAN/HISTORIC

Urban/Historic roadway designs shall be guided by the pattern established in the downtown core. As limitations to right-of-way and higher intensity land uses exist in this type of corridor, it is recommended that plantings remain low maintenance and streets are recognized as the dominant feature of the corridor.

Street locations should be formal, with regular spacing on either side of the roadway. The design and placement of plants along urban roadways must be coordinated with adjacent land uses and businesses. Landscape materials should not overpower buildings and business signs. Future development plans shall incorporate all necessary landscape elements, including but not limited to irrigation and usage of native and drought resistant plants, with an emphasis on low maintenance plantings.

STREET TREES	ORNAMENTAL TREES	SHRUBS	PERENNIALS/GROUNDCOVERS	VINES
RED MAPLE	DOGWOOD	FRINGE TREE	DAYLILY	WISTERIA
WHITE ASH	BLACKHAW VIBURNUM	VIRGINIA SWEETSPIRE	TENNESSEE CONEFLOWER	RED WOODVINE
YELLOWWOOD	HAWTHORNE	OAKLEAF HYDRANGEA	BLACKEYED SUSAN	
LITTLELEAF LINDEN	STAR MAGNOLIA	VIBURNUM	TURF	
BUR OAK	SWEETBAY MAGNOLIA	RED TWIG DOGWOOD		
SEEDLESS SWEETGUM	AMERICAN SHADE TREE	WINTERBERRY HOLLY		
ANY COLUMNAR TREES	DURAHEET RIVERBIRCH	WITCH HAZEL		
		HYDRANGEA		

INTERSTATE EXCHANGES

The interstate is Franklin's high-speed transportation link to the nation. These gateways require a special design approach. Their scale is monumental, and the people who view these interchanges are traveling at high speeds. Thus, the design elements must be scaled to accommodate these factors. In addition to the issue of scale, interchanges are "gateway" points to the city. The design of gateway interchanges should create an entry statement that relates to key destinations within the city. Franklin's I-65/Highway 96 interchange leads into the historic downtown area. Therefore, the design elements should reflect this urban/historic character of the city. Future landscape development plans shall incorporate all necessary landscape elements, including but not limited to irrigation and usage of native and drought resistant plants, with an emphasis on low maintenance plantings.

GATEWAYS AND CORRIDORS

STREET TREES	ORNAMENTAL TREES	SHRUBS	EVERGREEN TREES	PERENNIALS/GROUNDCOVERS	VINES
SUMAC	WINTER KING HAWTHORNE	VIBURNUM	BERKII E. RED CEDAR	DAYLILY	RED WOODVINE
BLACK LOCUST	HAWTHORNE	RED TWIG DOGWOOD	WHITE FIR	TENNESSEE CONEFLOWER	
KENTUCK COFFEE TREE	BLACKHAW VIBURNUM	WINTERBERRY HOLLY	WHITE PINE	BLACKEYED SUSAN	
YELLOWWOOD	AMERICAN HOLLY	WITCH HAZEL	SPRUCE	WILDFLOWER MIX	
PIGNUT HICKORY	SWEETBAY MAGNOLIA	HYDRANGEA	BALD CYPRUS	YARROW	
OZARK WITCH HAZEL	INKBERRY HOLLY	VIRGINA SWEETSPIRE		RUSSIAN SAGE	
SEEDLESS SWEETGUM	DEVIL'S WALKINGSTICK	BLACK CHOKEBERRY		ASTER	
	REDBUD			RED SWITCH GRASS	
				NATIVE GRASS MIX	
				GOLDENROD	
				COREOPSIS	
				TURF	

The tables included in this section can be found in the *Franklin Roadway Enhancement Master Plan* developed in 2001. For further information on this and other landscape guidelines, please reference the *Franklin Roadway Enhancement Master Plan* as well as the *Gateway Corridors and Connector Streets Economic Development Project*.



GATEWAYS AND CORRIDORS

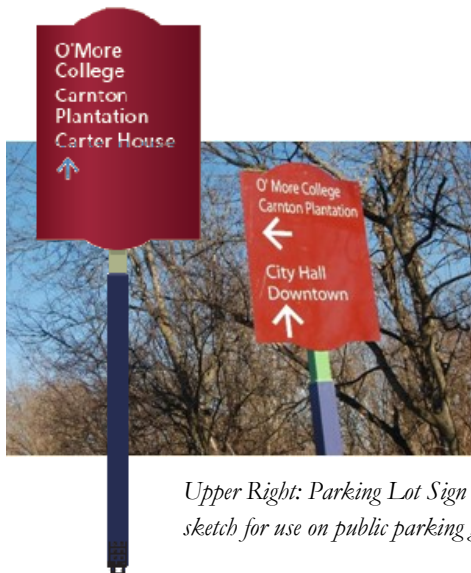
WAYFINDING AND SIGNAGE

Signage integrates the various Character Areas of the city by connecting historic sites, historic districts, attractions, and services. Franklin has developed a design standard in the *Wayfinding Sign Program*, which outlines specific standards for fonts, colors and size of signage.

In much the same way landscaping improvements enhance the natural character of a setting, so too do the man made elements placed in a given area. Special attention should be paid to the character of the area developed as a means to guide the design of monuments, signage and wayfinding markers.

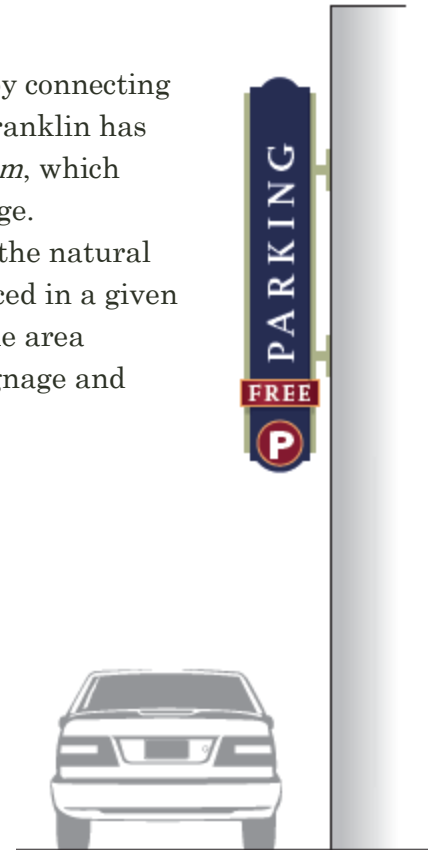
SIGN GUIDELINES FOR WAYFINDING

Signs should remain unobstructed by plant material, utility poles, and other signs when viewed anywhere within their intended viewing distance. Care should be taken that commercial signs in proximity to sign locations do not compete for driver's attention.



Upper Right: Parking Lot Sign design sketch for use on public parking garages.

Above: Historic Franklin Vehicular Sign design sketch and photo of implementation on Highway 96.



TYPES OF SIGNAGE

1. Facility Directional Signs
2. Historic Franklin Vehicular Signs
3. City Gateway Signs
4. Historic District Gateway Signs
5. Parking Lot Signs
6. Building Identification Signs

Wayfinding signs are particularly helpful in our downtown, vehicular and pedestrian gateways, and at key locations in Franklin. Sample journeys may be viewed on the following pages for reference. Specific design guidelines are available in the *Wayfinding Sign Program*.

GATEWAYS AND CORRIDORS



GATEWAYS AND CORRIDORS



What is a Greenway?

A Greenway is a linear open space established along either a natural corridor, right of way or landscaped course for pedestrian or bicycle passage.

GATEWAYS AND CORRIDORS

THE GREENWAY CORRIDOR NETWORK

Greenway Corridors are important in creating integrated and cohesive neighborhoods and in preserving environmentally sensitive areas. By using the natural corridors created by conserving land with steep slopes and hilltops and land within floodplains, a regional greenway network can be established. This network should accommodate pedestrian trails and connect neighborhoods as a planned amenity. Where pedestrian paths can connect residential neighborhoods to nonresidential uses in a safe and efficient manner, they can help reduce auto-oriented trips and decrease traffic congestion.

If planned, designed and implemented creatively and uniquely, the greenway and trail network could ultimately serve as a major tourism destination for Franklin, offering a multitude of trail and greenway options (greenways, blueways, bicycle routes and multiuse paths). Incorporation of interpretive education elements and connecting the numerous significant historic destinations are just two ways increased tourism can be achieved. To maximize potential funding from local, state and federal sources, the city of Franklin determined that use of available public lands for the development of trails and greenways within the Urban Growth Boundary is currently the most efficient and expeditious implementation strategy.

As Greenway Corridors are expanded and developed per the *Greenway and Open Space Master Plan (GWOS)*, it is important to consider the following:

1. Leveraging developer activity to fund and/or develop and construct sections of trails, greenways, bike routes and lanes, based on local approval requirements;
2. Trade available non-trail land for easements and acquisition of trail/greenway sections; and
3. Engagement of a funding manager on a 'contingent' compensation basis to assist with securing and administering funding for future development and implementation.

Classification of proposed greenways and trails are indicated on the map and described on the following pages:

1. Location of existing and planned greenway facilities and availability of public right-of way; and
2. Potential for connectivity between parks, commercial and retail facilities, cultural and historic destinations, transit and park and ride stops, residential neighborhoods and schools.

GATEWAYS AND CORRIDORS



GATEWAYS AND CORRIDORS



MULTI-USE PATHS

The standard design for separated paths for a multitude of users including: bicyclists, walkers, runners, and casual strollers. The multi-use path is often parallel with a vehicular roadway but separated by a 6' buffer from either edge of the road pavement or the face of the curb, space permitting.



BICYCLE LANES

Bike lanes are proposed, using either existing pavement, existing paved roadway shoulders or widening the pavement to accommodate bike lanes.



SHARROW LANES

Sharrow is a term used for “shared lane pavement markings” for motorists and cyclists to share the same travel lane and are appropriate for use on bike lanes and bike routes.

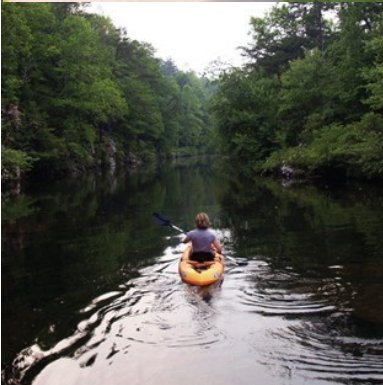
BICYCLE ROUTES

Bicycle routes are a combination of designated and non-designated bicycle lanes. A route will be identified with signage and will allow for a contiguous network. In some instances the route will use a combination of path types including designated lanes, roads and multi-use paths. The bicycle routes will maximize opportunities for connectivity within the UGB and connectivity to current routes outside the UGB.



SIDEWALKS

Extensive sidewalks exist within the UGB, primarily in the central Franklin area within the central business district. Sidewalks also exist in neighboring residential and commercial areas. Sidewalk materials, color, surface finish, joint spacing and patterns should also be established to provide visual continuity.



BLUEWAYS

Blueways utilize existing navigable waterways primarily for row boats, canoes and kayaks. The Harpeth River and its tributaries are proposed to be used for this purpose. The key elements of a blueway network plan include provisions for accessible boat launches, parking and signage. The Harpeth River Watershed Association has identified locations for proposed access points along the river. Provisions at the access areas should include accessible launches, ramps, parking, signage, information kiosks and educational/interpretive signage as appropriate.

GATEWAYS AND CORRIDORS

MASS TRANSIT

Public Transportation in the United States is a crucial part of the solution to the nation's economic, energy, and environmental challenges. Every segment of American society—individuals, families, communities, and businesses—benefits from the integration of public transportation systems.



GATEWAYS AND CORRIDORS

EXISTING OPTIONS

FRANKLIN TRANSIT AUTHORITY—FIXED ROUTE SERVICE

Franklin Transit connects people in Franklin by providing public transportation options. The service is managed and operated by The TMA Group for the Franklin Transit Authority.

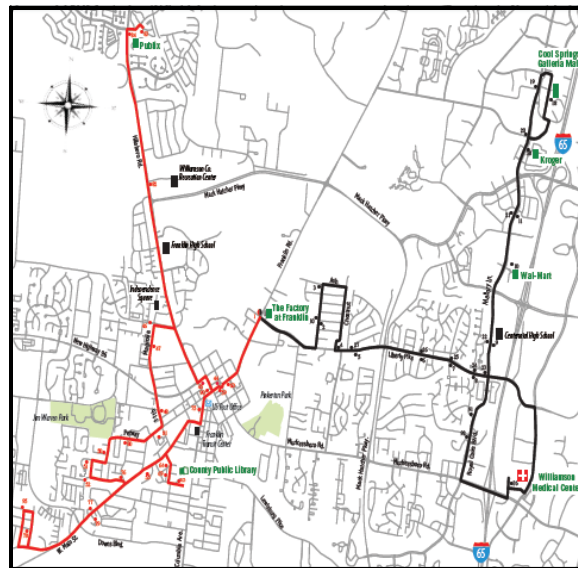
There are currently two fixed routes that operate Monday—Saturday from 6:00 AM to 6:00 PM and cover the East and West sides of Franklin.

West Bound Route

Coverage includes: The Factory at Franklin, Downtown Franklin, Williamson County Public Library, Natchez Street, West Meade, Shawnee, Fieldstone Farms, and Independence Square

East Bound Route

Coverage includes: The Factory at Franklin, Sycamore, Liberty Pike, Williamson Medical Center, Centennial High School, Wal-Mart, Cool Springs Galleria, and Mallory Lane.



The Franklin Transit Authority (FTA) strives to meet the future needs of the public by continuing to innovate and improve upon its current services. In addition, FTA increases connectivity to the regional transit services in the area.

FRANKLIN TRANSIT AUTHORITY—TRANSIT ON DEMAND

Available throughout Franklin, Transit on Demand (TODD) also includes the Cool Springs Express. The service provides pre-arranged curbside pick-up and drop-off services as well as all-day, same day access to Franklin's fixed route services.

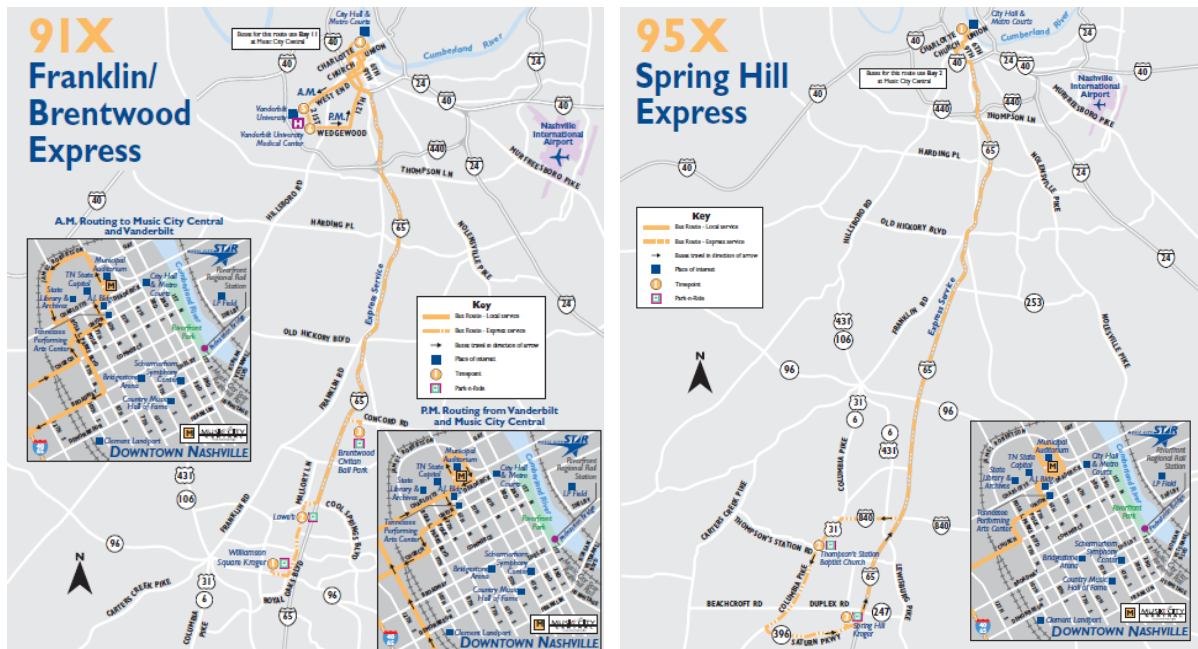
GATEWAYS AND CORRIDORS

In addition, TODD provides safe rides home to residents of the city through Twilight TODD services, which run in concurrence with special events in town. Reservations are required as spaces are limited.



REGIONAL TRANSIT AUTHORITY COMMUTER BUS SERVICE

The Regional Transit Authority (RTA) offers commuter bus services throughout the Metropolitan Planning Region. Two routes service Williamson County, Route 91X serving Franklin and Brentwood, and Route 95X serving Spring Hill.



Maps are provided by the Regional Transportation Authority. Information is current as of May 20, 2011 and is subject to change to meet the demands of the population served.

GATEWAYS AND CORRIDORS

Almost 30,000 Williamson County residents commute to Davidson County. To serve this commuter market, the RTA started the commuter bus service in December 2009 from Franklin to Brentwood to Downtown Nashville. Route 91X Franklin/Brentwood serves two Park & Ride lots in Franklin, and one Park & Ride lot in Brentwood.

There are two trips to Nashville in the morning departing at 6:30 AM and 7:00 AM and two trips in the afternoon departing at 4:20 PM and 4:45 PM. Running only two trips in each direction limits the customers' choices of when to travel. The last afternoon departure is before 5:00 PM, the traditional end of the workday for many professions. An expansion in service is anticipated, and a third trip operating in both directions may be added. The additional morning trip would depart Franklin at 7:30 AM, and the additional evening trip would depart Music City Central at 5:30 PM, with one travel approximately 50 minutes in length.



TMA VAN POOLS

A vanpool is a group seven to fifteen people who commute together to and from work in a 12- or 15-passenger van. The van is provided on a month-to-month basis and insurance, maintenance and repairs, license and registration are provided by The TMA Group and funded by riders, who share the monthly operating costs.

Currently, Williamson County/Franklin area commuters are served by the regional commuter vanpool program operated and managed by The TMA Group, in partnership with RTA. Out of 81 active commuter vans in the regional fleet, approximately 25 commuter vans transporting 250 Williamson County commuters travel the I-65 corridor twice daily. Currently there is one “designated” Park & Ride lot at the Williamson County Ag Expo Park; and one “informal” park and ride area at the Lowe’s in Cool Springs.

GATEWAYS AND CORRIDORS

PARK AND RIDE LOTS

Park & Ride lots consist of parking facilities, usually on the urban fringe, near highway onramps, thoroughfares, and transit stops, to facilitate Rideshare and transit use. Parking is generally free and some include parking options for bicycles.

In some cases, they exist in underutilized parking areas (such as an inactive portion of a shopping center or mall parking lot), designated for Park & Ride use. It is helpful for security reasons that the area be well lit. They must also be thoughtfully designed and



located to function at the human scale. The ideal location for a transit stop or park and ride location is integrated with a neighborhood retail center. Transit stops should have clearly posted schedules indicating origin and destination, and should be protected from the weather.

Park & Ride facilities can increase Rideshare travel and transit. Although only a portion of travelers use Park & Ride facilities, all road users can benefit from reduced traffic congestion, crash risk and pollution. Park & Ride is likely to be progressive with respect to income, since lower-income commuters rely more on public transit and ridesharing than individuals with higher incomes.

In addition, non-drivers can benefit from increased demand for transit and ride-sharing, which tend to support a decrease in roadway congestion, improving access and increasing safety for pedestrians and bicyclists alike. The effects may be small compared with other types of transit improvements; nevertheless, Park & Ride is most appropriate at the fringe of urban areas as it tends to be most effective as part of a comprehensive effort to encourage rideshare and transit commuting.

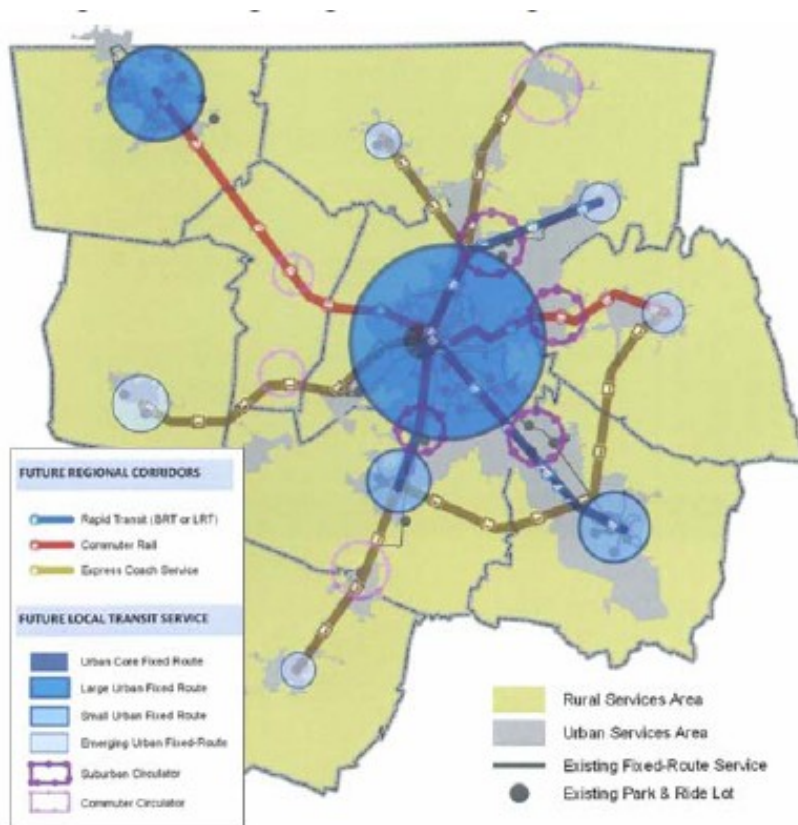
Current Park & Ride Lots exist in conjunction with existing commuter bus routes. Route 91X has Park & Ride lots available at the Williamson Square Kroger, Franklin Lowe's and Civitan Ball Park. Route 95X has Park & Ride lots available at the Kroger on Port Royal in Spring Hill and Thompson's Station Baptist Church. While the location of these lots allows for ease of use of the commuter bus services, residents may use the lots for individual carpooling initiatives.

GATEWAYS AND CORRIDORS

FUTURE OPPORTUNITIES

The Nashville Area Metropolitan Planning Organization (MPO) developed the *Long Range Regional Transportation Plan 2035* with a primary purpose of providing an overarching vision and set of actions for satisfying the existing and future demands on the transportation system serving the Nashville Metropolitan Area in a way that enhances the livability, sustainability, prosperity, and diversity of the region. This long range transportation plan is a twenty-five year, multimodal strategy designed to guide effective investment of public funds in transportation facilities so as to manage congestion, increase regional mobility options, and conform to national air quality standards.

Incorporating Franklin into this plan, the South Corridor was defined by the MPO as the 15 mile stretch between Nashville and Franklin, and another 20 miles to Columbia. Currently, the corridor is a top candidate for more significant investment over the next decade. Williamson County is expected to more than double its population by the year 2035 and high capacity rapid transit may be one of the most effective ways to keep this part of the region moving efficiently.



The service should be integrated with local transit services in Franklin and Nashville and provide a catalyst for new local circulation in the Brentwood area. The top priority within the next two years, the MPO should work with the RTA and local governments in Davidson and Williamson Counties to conduct a major corridor study to evaluate the feasibility of light rail and bus rapid transit investments.

GATEWAYS AND CORRIDORS



LIGHT RAIL

Light rail transit (LRT) is an electrically powered rail passenger system used for urban transportation, typically on shorter routes when compared to those covered by commuter rail. LRT typically operates at grade, primarily within a dedicated right-of-way. It can also operate in mixed traffic on the street. LRT is capable of high speed (55 mph) when in an exclusive right-of-way. Stations are generally spaced at a minimum of half mile intervals to allow vehicles to reach higher speeds. Stops within a city's downtown, especially when the LRT is operating on the street, are often spaced much closer together, similar to bus stops. LRT typically operates with at least two cars in a train; each car can accommodate approximately 150-200 riders. LRT systems operate with overhead catenary wires with poles required for electrification.

BUS RAPID TRANSIT

A bus rapid transit (BRT) is in theory a rubber-tire version of light rail transit, with the added advantage of being able to phase-in improvements over time with greater ease than a rail-mode provides. Many communities introduce BRT short of its ultimate goal of emulating LRT by improving regular bus service with increased amenities or travel time savings. Some of those improvements over regular bus may include operations on reserved or restricted lanes, priority at traffic signals, express operations with limited stops, special low floor buses, enhanced passenger facilities, branding, and other means for buses to emulate the reliability and convenience of rail travel. Bus lanes can be designed for conventionally steered buses or for Curb Guided Bus operation. This latter option allows buses to operate at high speed in a dedicated right-of-way barely wider than itself.

EXPRESS BUS SERVICE

Express bus service is typically oriented to the peak travel period and serves suburban residents commuting to downtown or other major employment centers. By serving one or more park and ride centers, the express bus service makes passenger pickup efficient. The Park and Ride lot has the effect of collecting relatively large numbers of riders at a limited number of locations, significantly increasing the effectiveness of the bus service.

MAINTENANCE PLAN

The following tables serve as the foundation for the maintenance plan of the Land Use Plan and provide direction for long range planning efforts.

CHARACTER AREA UPDATES

This table identifies suggested updates for the specific Character Areas, which serve as planning neighborhoods. The items in this table are listed alphabetically.

GENERAL UPDATES AND SPECIAL STUDIES

This table focuses on policy needs that are not necessarily based on any one Character Areas and often are separate studies or more comprehensive in nature. The items in this table are listed alphabetically.

POLICY UPDATES & RECOMMENDATIONS

This table was originally incorporated in the 2009 Central Franklin Area Plan and calls for general updates and special studies. It may be expanded with future character updates.

These tables will be reviewed annually with the Franklin Municipal Planning Commission to evaluate which items should be the priority that year; ideally this will be one item from each table. The tables will also be updated annually by removing the completed items, revising existing items, and adding new items.

MAINTENANCE PLAN

CHARACTER AREA UPDATES

Berry's Chapel Character Area Update:

- The section should be revised to reflect the land use impacts of the institutional uses emerging along this corridor.
- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrated design concepts.

Carnton Character Area Update:

- Update section to incorporate community changes since the adoption of the plan.
- Consider revision to reference the Eastern Flank property and other city properties.
- The appropriate land uses around the park should also be addressed.
- The section should be revised to reflect the land use impacts of the institutional uses emerging along this corridor.
- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrate design concepts.

Central Franklin Character Area Update (Completed in 2009)

Goose Creek Character Area Update:

- Consider whether or not an activity center is the proper land use on the east side of the Carothers Parkway extension adjacent to the hill.
- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrate design concepts.

McEwen Character Area Update:

- Revisit some of the special areas and consider whether or not new special areas should be created to address policies related to the large mixed use projects emerging in this character area.
- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrate design concepts.
- Special Area 4: Address the advent of infill in this area and its affect on the built and natural environment.
- Special Area 5: Consider if the land use policies for the far eastern limits should be adjusted to discuss, like in other special areas, the best ways to transition to the single family uses to the west. Ideas include attached residential, assisted living, or office uses of limited height and scale. Also, consider whether or not light industrial uses, like flex office, or residential are appropriate in the southeast corner of this special area.

McLemore Character Area Update:

- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrate design concepts.

MAINTENANCE PLAN

CHARACTER AREA UPDATES (cont'd)

Seward Hall Character Area Update (Completed in 2010)

Southall Character Area Update:

- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrate design concepts.
- Special Area 1: Consider whether or not light and heavy industrial really the most appropriate uses in this corridor anymore. If not, consider where appropriate places are.
- Special Area 5: Consider where activity center should be located given the Mack Hatcher Memorial Parkway alignment and if it should take the traditional or conventional form.

West Harpeth Character Area Update:

- Revise land use plan policies that incorporate the formalized Mack Hatcher Memorial Parkway alignment.
- Historic properties should be better addressed.
- Illustrations should be incorporated to better demonstrate design concepts.

MAINTENANCE PLAN

GENERAL UPDATES AND SPECIAL STUDIES

Annual Update:

- Update plan to incorporate community observations and changes since the adoption or recent update of the plan.
- Correct any recently realized omissions and errors.

Columbia Avenue Corridor Study:

- Develop a small area plan/corridor study to address the changing land uses along the Columbia Avenue corridor.
- This item may be addressed in conjunction with Character Area Updates.

Commercial Nodes:

- Perform a market study based on the traffic patterns, build-out plan, and applicable design concepts to determine the appropriate locations of commercial nodes.
- Look at neighborhood, local, and regional activity centers.
- Better define realistic densities would be quite useful for addressing this item.

Conservation Design Concepts:

- Revise limits to reflect latest floodway and floodway fringe information, Hillside/Hillcrest Overlay and its buffer from the 2008 Zoning Ordinance, and stream buffers.

Gateways and Corridors Update (Completed in 2011)

Greenway and Parks Master Plan (Completed in 2010)

Mack Hatcher Memorial Parkway Extension Study:

- With the Parkway's alignment now defined, a special study should be created for the impacted portions of Southall and West Harpeth Character Areas.
- This item may be addressed in conjunction with Character Area Updates.

MAINTENANCE PLAN

GENERAL UPDATES AND SPECIAL STUDIES (cont'd)

Murfreesboro Road Corridor Study:

- Develop a small area plan/corridor study for Murfreesboro Road in Special Area 5 and Special Area 9.
- Regarding Area 5, the land use plan recommends that the city prepare a “Special Area Plan” for this area that addresses market feasibility, land use, and design. In addition, the city should devise a long-term redevelopment and revitalization strategy for this largely developed area.
- Regarding Area 9, the land use plan says that Murfreesboro Road shall be redeveloped pursuant to a comprehensive land use and economic strategy and shall be quality gateway for I-65.
- This item may be addressed in conjunction with Character Area Updates.

Realistic Densities/Build Out Study:

- So Land Use Plan can be better implemented by the Planning Commission and Board of Mayor and Alderman, the establishment maximum densities is necessary.
- These densities should be by Special Area Limits based on work of TDR task force and the proposed build-out study.
- Information may be used in rezonings and PUDs to provide predictable standards. Information may also serve as foundation for Major Thoroughfare Plan update, additional TDR discussion, and the identification of possible commercial nodes.
- In order to address this item it is necessary to identify the applicable design concepts and the special area condition, as the final product should correspond to the Land Use Plan’s Design Concepts map.
- It should be noted that design is still the focus of the plan, but that these densities are a tool to help in the planning process.

Transfer of Development Rights (TDR):

- Develop map that identifies the adopted sending and receiving Areas.
- Related special area language and TDR “how to” section should be revised as well.
- This item is dependent on the “Realistic Densities/Build Out Study” item already being addressed.

MAINTENANCE PLAN

POLICY UPDATES & RECOMMENDATIONS

Sustainability:

- Develop and implement a Sustainability Charter based upon the International Sustainability Council's Principals for Sustainability.
- Consider achievement of ICLEI STAR Community Index as a model for sustainable development.

Land Use:

- Amend adopted Zoning Map and Zoning Ordinance to designate recommended special areas as overlay districts.
- Civic and institutional buildings subject to PUD review may establish an alternative maximum height.
- Develop specific standards for accessory dwellings and incorporate into the Zoning Ordinance.
- Enact transit supportive policies and regulations which allow Transit Oriented Development when mass transit is provided.
- Follow procedures under Tennessee State Law, Title 13, Chapter 20, Part 2, Tennessee Code Annotated to create redevelopment districts within the area of study, so as to apply design standards and financial and development incentives.
- Direct development/redevelopment to areas where infrastructure is already in place or can be managed in a timely and cost-effective manner.
- Work with Affordable/Workforce Housing Committee and the Franklin Housing Authority to increase the number of affordable housing units.
- Make stormwater and water quality management a priority so that it does not hinder infill and redevelopment.
- Develop a definition for building height to be added to Ch. 8 of the Zoning Ordinance, which takes into consideration topography and continuous building height along the street frontage.

Circulation:

- Support the Gateway Corridors and Connector Streets Economic Development Program.
- Address connectivity in the Major Thoroughfare Plan, Local Street Plan, and Bicycle and Pedestrian Plan, and determine if intersections need additional signals or other improvement.
- Review current and proposed transit routes within the city and into the Nashville area, focus should remain on service areas and possibilities of connection to Nashville transit.
- Inventory sidewalks to determine connectivity.
- Review Parking requirements in the Zoning Ordinance and evaluate the necessity of updating the Parking Study for the City of Franklin completed in 2005.

MAINTENANCE PLAN

POLICY UPDATES & RECOMMENDATIONS (cont'd)

Open Space:

- Consider enforcing Federal, State, and local regulations pertaining to preservation of environmentally sensitive areas (i.e., wetlands, steep slopes, wildlife habitat areas, etc.)
- Implement Open Space Network concept to reduce open space and habitat fragmentation.
- Illustrations should be incorporated to better demonstrate design concepts.
- The Harpeth River is intended to have a public edge which is easily accessible; improvements which strengthen this goal should be prioritized.
- Minimize use of available potable water for landscape irrigation.
- Maintain or improve water quality with riparian buffers which provide the added benefit of preserving or creating adequate wildlife habitat.
- Provide relief from the “hardscape” of the built environment with various forms of open space.

Historic Preservation:

- Revisit the Historic District Design Guidelines every 8-14 years to address appearance and character of development within the HPO.
- Continue the implementation of streetscape improvements.
- Traditional rural elements should be encouraged in areas identified as rural on the recommended Design Concepts Map.
- Further define the Historic Preservation Overlay and the Neighborhood Conservation Overlay so as to outline the appropriate boundaries for each.
- Modify the current Zoning Ordinance to support preservation of historic character.
- Expand education efforts about the benefits of historic preservation, such as tax credits available; raise community awareness of existing historic and cultural assets.
- Keep the existing inventory of historic resources up to date; maintain signage design standards and ensure adequate review by HZC or Historic Preservation Officer.

FRANKLIN LAND USE PLAN

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